

Latitude 38

VOLUME 304 October 2002

WE GO WHERE THE WIND BLOWS



GOING TO MEXICO?

WELL, MAYBE NOT...

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Pacific Yacht Imports	15
Tim's Zodiac Marine	14



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Quality time

We'll be moving into our new building at 2526 Blanding Ave. in Alameda some time this month. The phone number will remain unchanged.



*Golden Moon**

The four days of each September's Big Boat Series is when the best of the best come to spend some quality time together. It is the best boats with their best crews and their best sails. It's the end of theory. It's the end of practice.

Winning Big Boat Series is always tough. But at the end of four days and seven races, only one boat ends up on top.

This year the Express 37 class winner at Big Boat Series was *Golden Moon*, co-owned by Bill Bridge and Kame Richards. The boat was well prepared. The crew was rock solid. And the sails were all Pineapple: Carbon main, Kevlar jib and genoa, Airx spinnaker.

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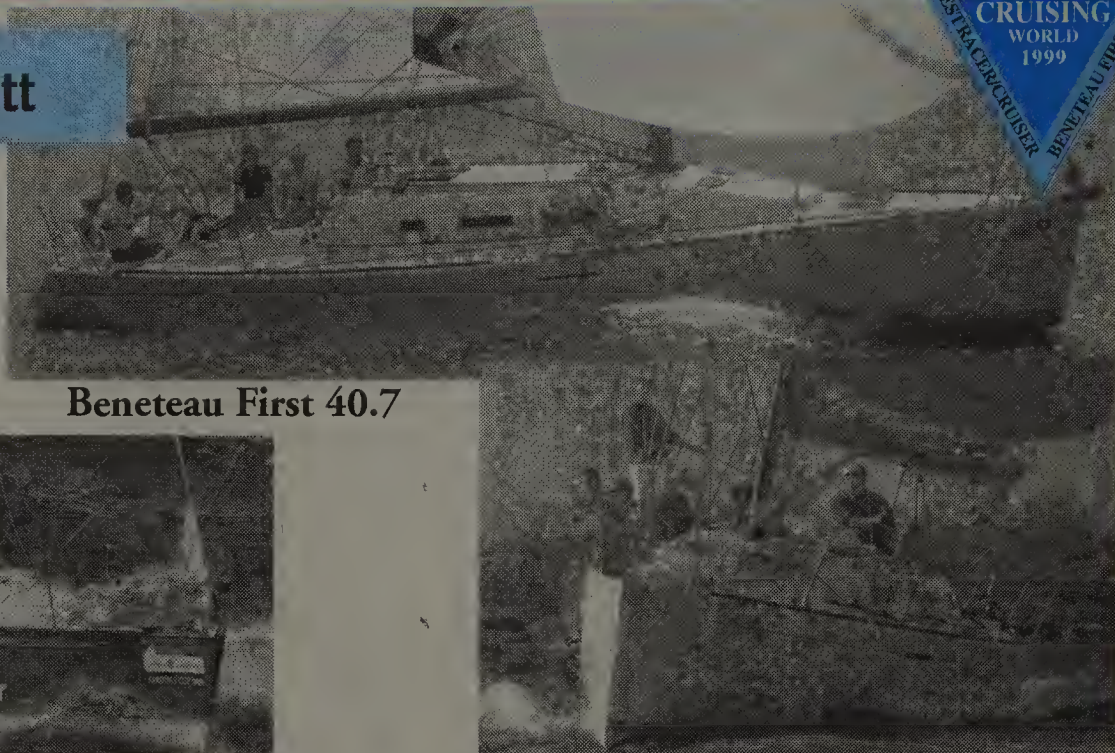
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IMX 45 by X-Yachts

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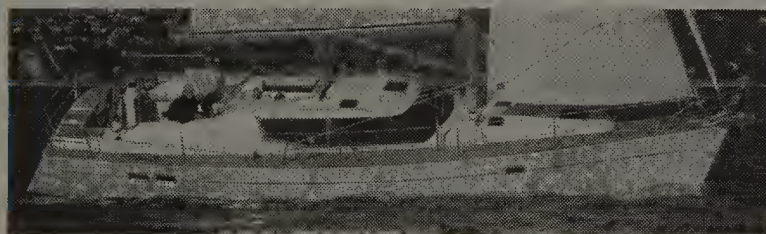
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WORLD
1999
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BENETEAU FIRST 40.7

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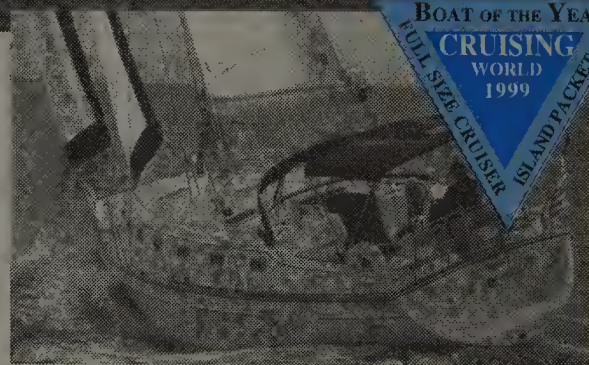


Beneteau 473



Wauquiez 40 Pilot Salon

Island
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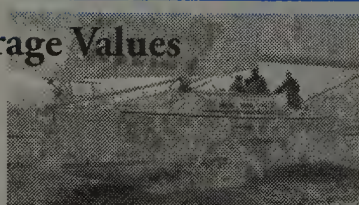
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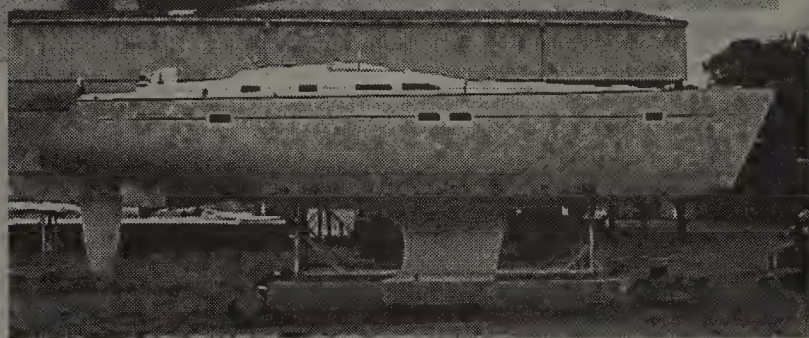
These all new models are just now being offered with special introductory savings. Call for full details today.



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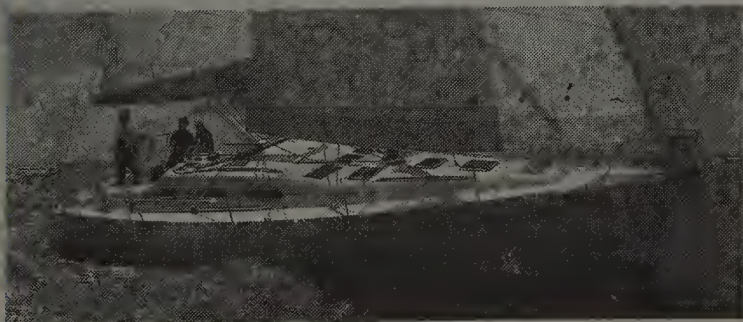
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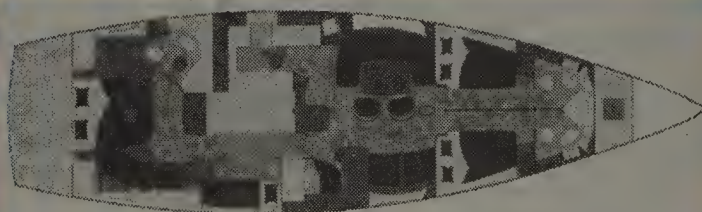
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Now They've Really Lost It!

PT. RICHMOND, CA -

Over the past few months you've been reading about the founders of KKMI, Ken Keefe and Paul Kaplan, and how they have been offering unheard-of discounts at their boat yard. In one interview, with Barnacle Bill The Sailor, he confirmed they might even be 'nuts'. We now have further evidence they may be pistachios as they've now decided to give away half the haul-out charge to ANY customer that visits their boat yard!

Figuring this might be a publicity stunt we invited K & K to lunch so we could better understand this incredible offer. When we met, the two told us how several years ago KKMI lowered all their prices to match the discount houses. They did this because Ken and Paul are truly dedicated to delivering the highest value to their customers.

So, why then give away half the haul-out fee? Ken explained, "We find it interesting that some very smart people select where to service their boat based strictly on convenience and yet focus less on quality or cost. KKMI isn't located adjacent to a marina with thousands of



Are they nuts or don't know how to spell? Possibly both?

boats. We don't have a captive market, so our prices absolutely must be ultra competitive. We're doing this to demonstrate there is such a thing as quality and value at a boat yard."

We understand that many yards today do not allow owners to paint the bottom of their own boat. Does this free launch include owners who are "do-it-yourselfers" we asked? "Ab-

solutely, ANY customer qualifies," said Paul. "All we ask is that the customer buy their materials from us, which is defined at our web site."

Before lunch ended we needed to ask one more question, have they lost their minds giving this stuff away? To which Paul replied, "My Dad told me there is no such thing as a free lunch but he never said anything about a free launch!"

MAKE YOUR BOATSM

RONICLE

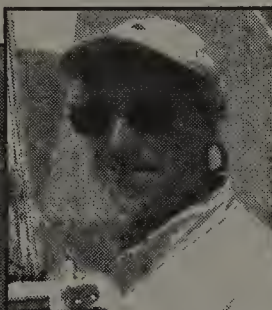
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Peter Noonan

The Noonans'
new Swan 56

Peter Noonan has been a lifelong sailor – he started in the third grade. As a young engineer out of college he bought his first 'Bay boat', a Clipper, which he berthed in Sausalito. He went on to an Ericson 32 and after that, his first 'big boat', the then ultra-racy Ranger 37. In 1986, with performance in his blood, he moved up to a late model Swan 441, which he and his wife Peggy named *Gusto*.

The Noonan family has used their boat nearly every weekend over the past 16 years. In the summer the Swan would go to Tinsley Island and in the winter the boat went to Mexico or Southern California. Peter's claim to have never had a permanent berth over these years is testimony to how much they've enjoyed sailing their Swan. The Noonan family jokingly has calculated that more than 1,000 people have slept on *Gusto*.

When the time came to replace their beloved *Gusto* the Noonans returned to Paul Kaplan, whom they had purchased the boat from nearly two decades ago. After enjoying the 441 so much it was a natural decision to finally build a new boat. This summer The Noonans launched *Defiance*, a very personalized Swan 56. Opting to take delivery in Newport, Rhode Island, Peter and Paul spent a week together testing systems and sea trialing the boat. The week was a complete success. "Sailing this boat is an adrenalin rush. I'm very pleased. She's wonderful," said Peter.

Whether sailing is a new adventure in your life or you're a lifelong sailor, building a Swan is worth the wait. Even if it's been since the third grade.

To find out more about the Noonans' Swan 56, visit www.swanwest.com.

HERB CRANE



Tuesday's Turnbuckles

POWER TO THE WEEPHOLE: If you spend enough time around boats you'll learn that marine engines can often be cantankerous. More to the point, sooner or later you're going to need a mechanic... hopefully you'll find one that really knows what they're doing. Unfortunately, finding a great marine engine mechanic is not a simple task. That's why KKMI only employs the best marine mechanics in Northern California. They know how hard it is to find incredibly talented people such as Bill Peacock, Ken LaBruzzi, Roberto Rossellini, Mike Baratta, Marc Croto and Kurt Holzapfel. As you can see... they do more than just fix boats... they fix engines too.

★ ★ ★

DIED AND WENT TO HEAVEN: Do you love boats? Would you love to work near the water? How about if you could play with your boat, work near the water and then live there too? Would you then think you'd died and gone to heaven? If so, you better get ready for that 'Bright Flash of Light' because you're about to go to heaven. KKMI has a rare opportunity to rent 'The Old Store'... an ideal live/work space. Not looking for a place to live but would still like to have an office on the water? The 'West End Timber Wharf' office is available. Call Paul Kaplan at KKMI for more details or visit their web site at www.kkmi.com for more information.

★ ★ ★

NORTH AMERICAN PREMIERE: It is not every day that a new Swan becomes available for inspection at a boat show... but such an event is going to take place late this month at the Ft. Lauderdale International Boat Show. Swan West, the agent that represented the owner in her construction will be presenting *Opus Five*, the Swan 82RS, for the first time in North America. This Swan offers an unsurpassed level of performance, ease of handling and comfort. Designed by her owner for single-handed sailing, this boat sets the new standard for sailing. Clients interested in obtaining boarding passes prior to the show are requested to call Debbie at (510) 307-7909.

★ ★ ★

SUCH A DEAL: What would you say if you could buy a new furling system at discount pricing and you got a new headstay for FREE? How about if you bought a new main halyard built of low stretch line with a new shackle and the splice was done for FREE? Or, having your engine serviced and the filters were FREE? If any of the above would be of interest to you... then you need to call KKMI immediately as they're offering such an incredible deal. Isn't it refreshing to know there's a boat yard that is looking out for your wallet?



O'NEILL OYC YACHT CENTER



NEW BOATS

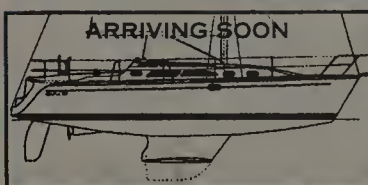
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CATALINA 380

BROKERAGE SAIL/POWER



CAL 39



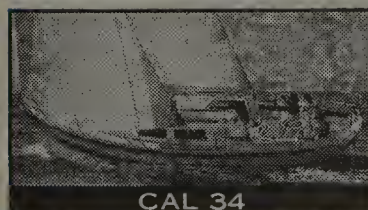
CATALINA 36



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CAL 34



BERTRAM 31

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The crowd goes wild as the J/105 fleet passes by during the Big Boat Series.

Photo by Latitude/John Riise

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Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs - anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a West Coast or universal sailing audience, 2) be accompanied by a variety of pertinent, in-focus black and white (preferable) or color prints with identification of all boats, situations and people therein; and 3) be legible. Anything you want back must be accompanied by a self-addressed, stamped envelope. **Submissions not accompanied by an SASE will not be returned.** We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all submissions to Latitude 38 editorial department, 15 Locust Ave., Mill Valley, CA 94941. For more specific information, request writers' guidelines from the above address.

GET YOUR BOAT READY FOR WINTER OR CRUISING



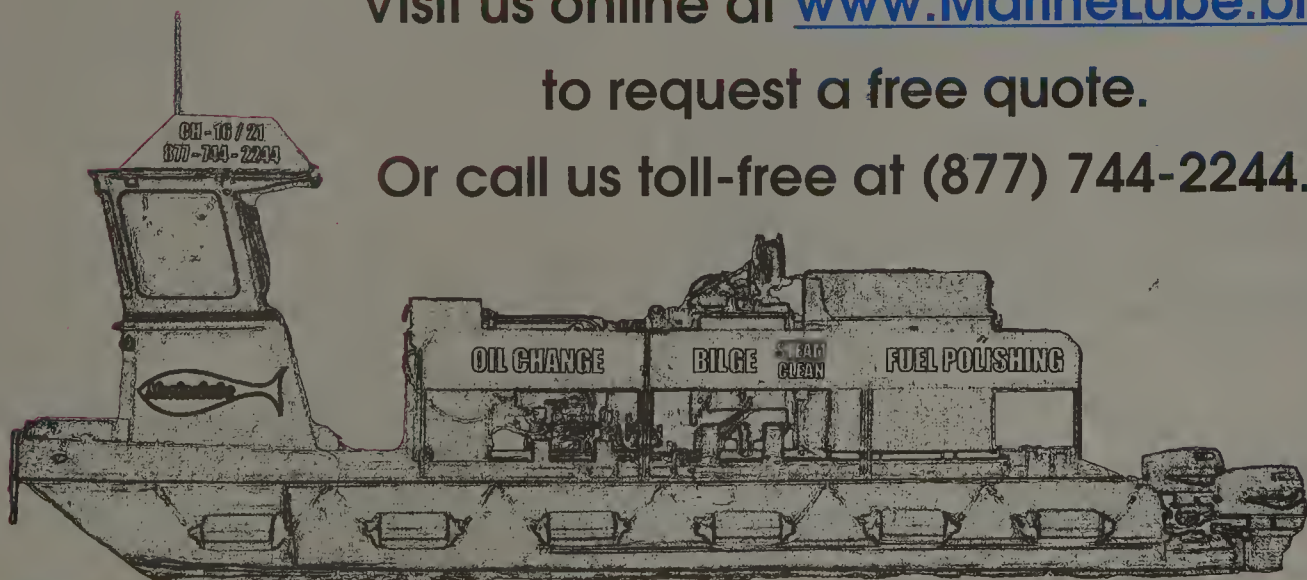
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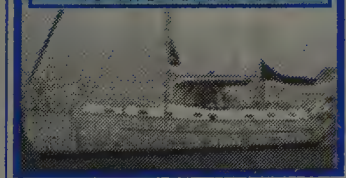
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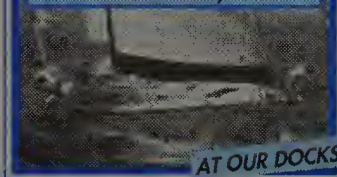
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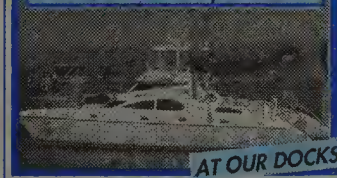
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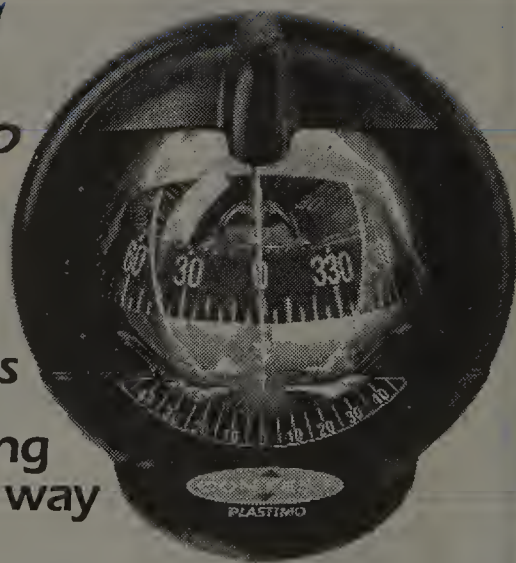
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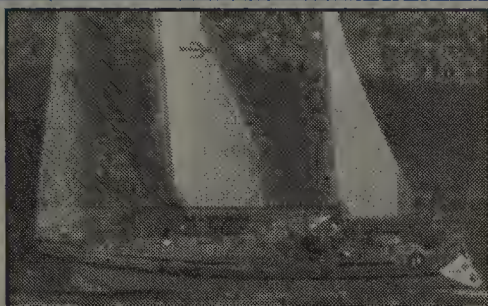
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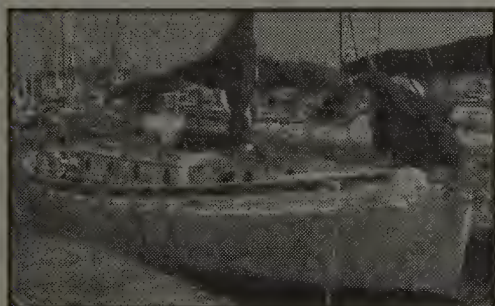
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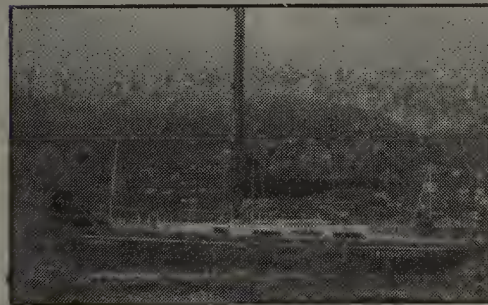
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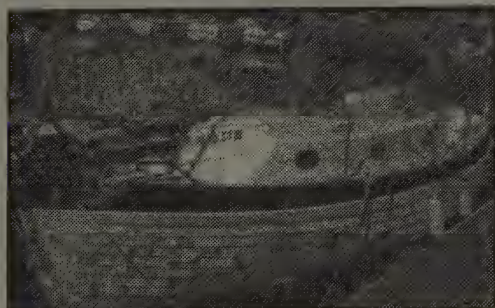
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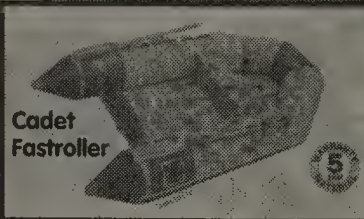
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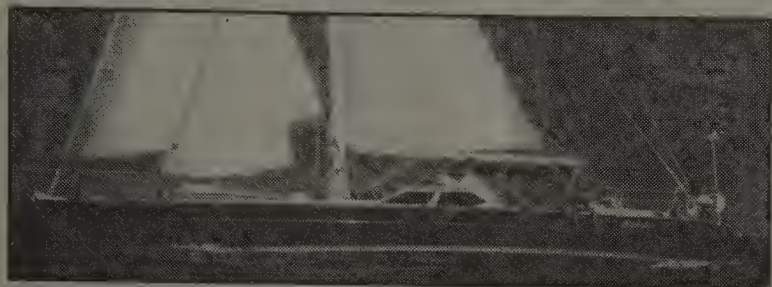
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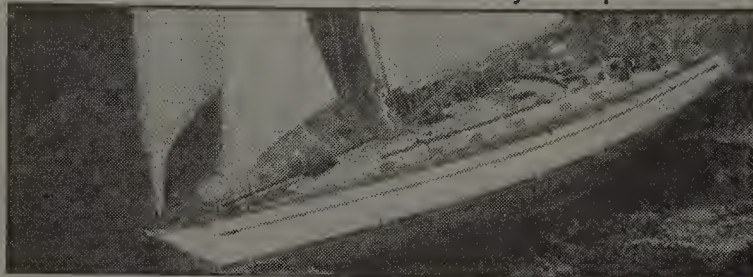
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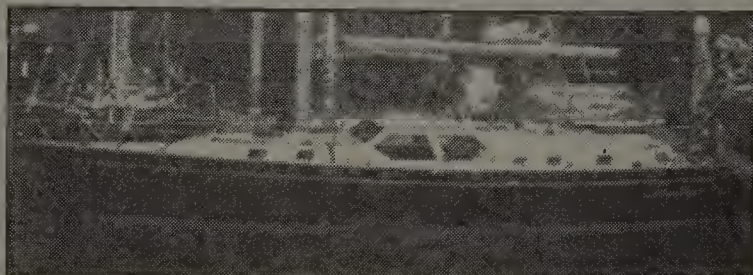
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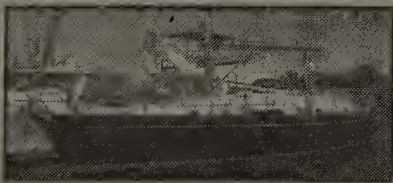
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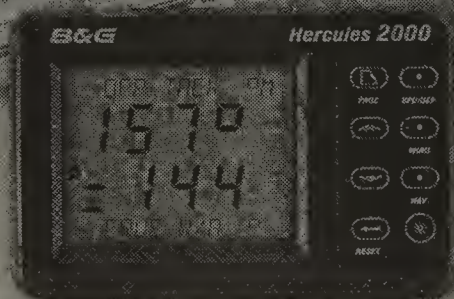
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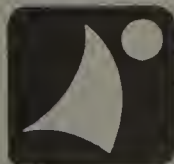
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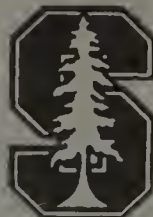
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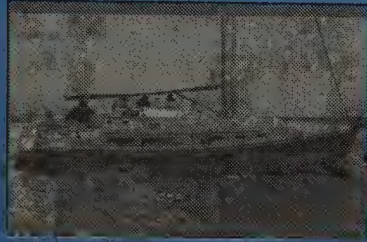
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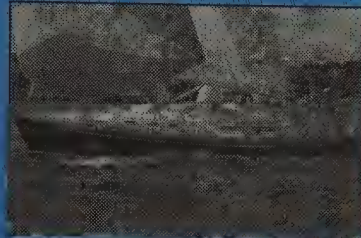
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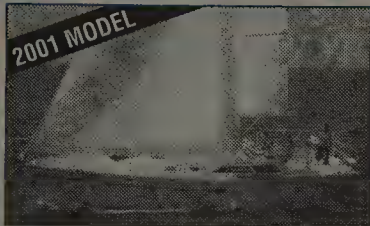
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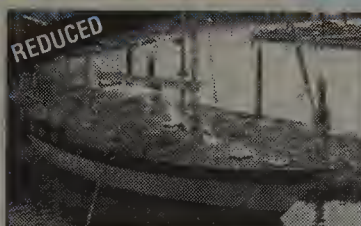
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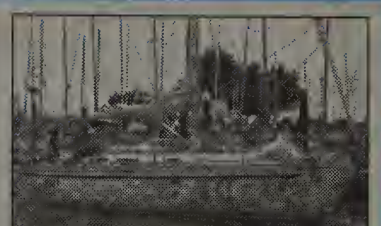
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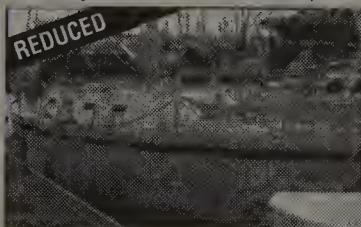
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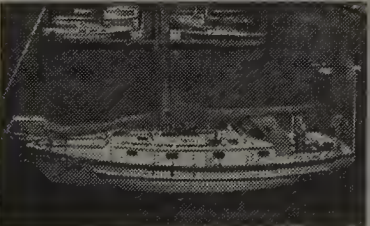
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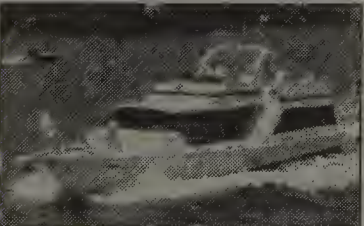
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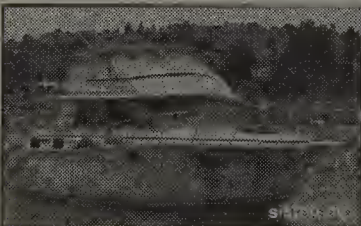
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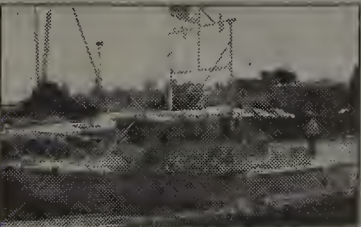
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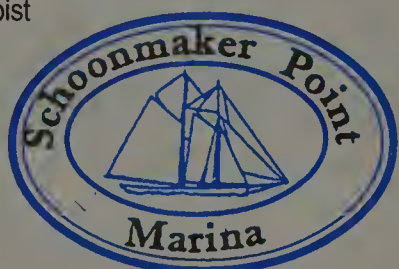
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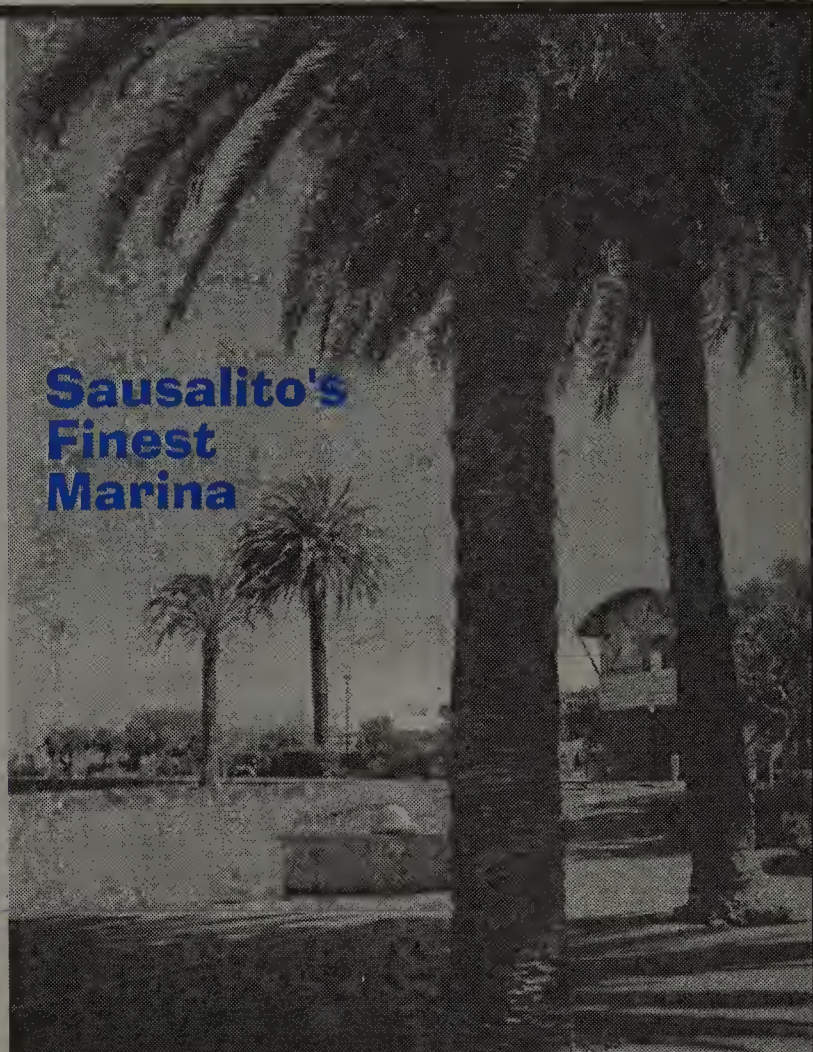
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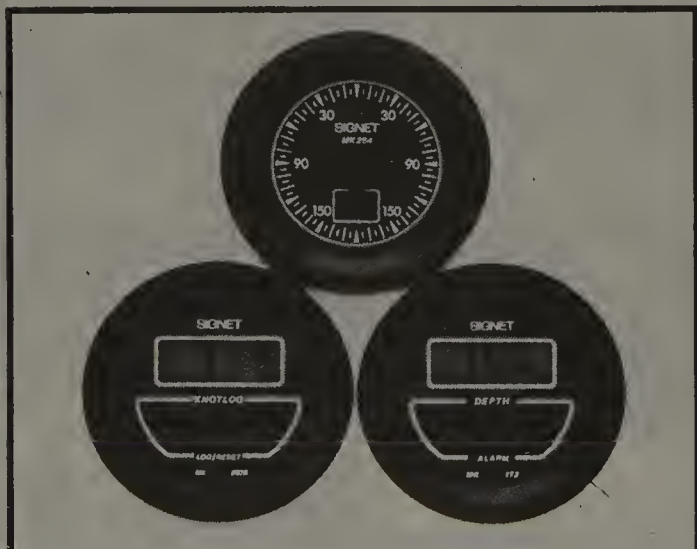
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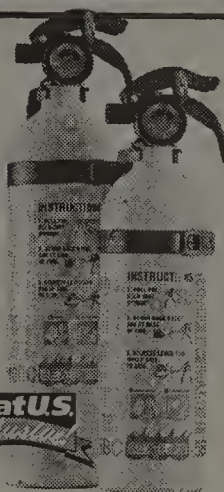
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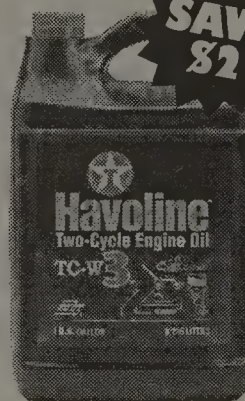
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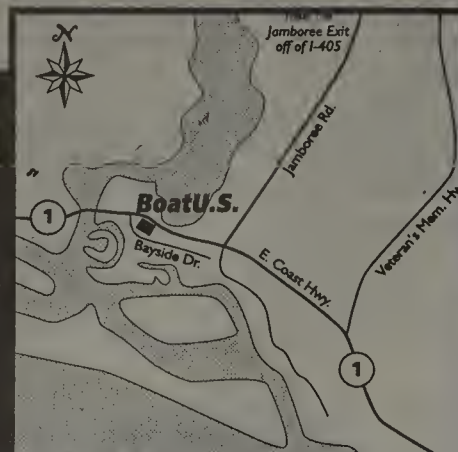
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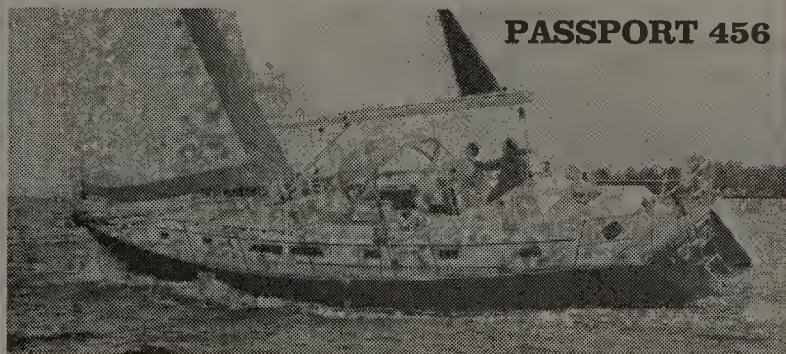
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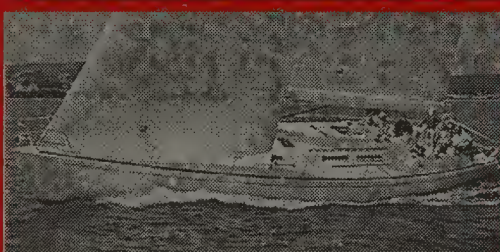
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42' Catalina, 1992
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92' Brigantine Gloucester Schooner, '85 ...	\$295,000
63' Dynamique Elite Cutter, '83	390,000
53' Hennenjanger Ketch, '77	Reduced 285,000
49' CT by Kaufman & Ladd, '87 ...	Reduced 165,000
48' Pacemaker Sportfisher, '78	128,000
48' De Dood Yawl, '61	269,000
46' Island Trader Cutter/Ketch MS, '84	139,900
46' Beneteau 456, '83	129,000
46' Cal 2-46, '74	142,000
45' Hunter Passage 450 '97	257,500
45' Freedom Yachts Sloop, '91	245,000
45' Beneteau 4515 Sloop, '90	149,500
45' Phil Rhodes by Westerdike, '78	129,000
45' Formosa Kelly Peterson Sloop, '78	139,000
44' Island Packet Cutter, '95	Reduced 259,000
44' Norseman 447CC, '85	229,000
44' CSY, '80	80,000
44' Hardin Voyager, '77	159,000
43' Spindrift Cutter, '81	129,000

42' Catalina, '92	118,000
42' Pearson 424 Ketch, '79	89,500
42' Cooper 416 PH, '79	93,000
41' CT Ketch, '72	59,500
41' Seawolf Cutter Ketch, '69	72,000
40' Tiara Yachts 4000 Express, '97	330,000
40' Beneteau Oceanis, '93	92,500
40' Passport Sloop, '83-'87	3 from 135,000
40' Swift Ketch, '79	120,000
39' Trojan 390 Express, '96	Reduced 179,000
39' Bluewater Vagabond, '84	136,000
38' Hans Christian Mk II, '80	110,000
38' Chris Craft 381 Catalina, '88	89,500
38' Morgan 384 Sloop, '83	89,500
38' C&C Mk II, '76	39,500
37' Irwin Mk II, '80	52,500
37' Prout Catamaran, '78	Deal Pending 55,000
36' Beneteau First 36s7, '96	92,000
36' Freedom, '86	95,000

36' Watkins Sloop, '81	75,000
36' Schock New York, '81	52,500
36' Islander Freeport, '80	58,000
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32' Westsail Sloop, '75	30,000
30' Clipper Marine, '78	6,900
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28' Yankee Dolphin, '72	10,000
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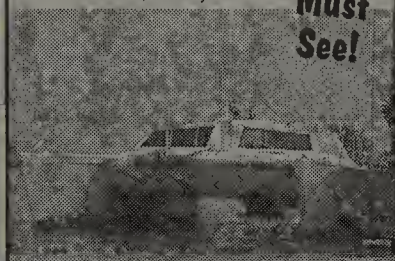


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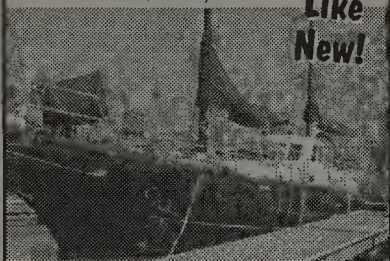
56' CATAMARAN, 1997
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**Must
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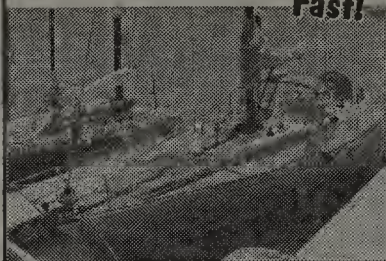
56' SAMSON KETCH, 1997
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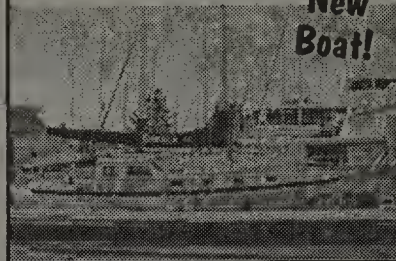
51' BALTIC, 1981
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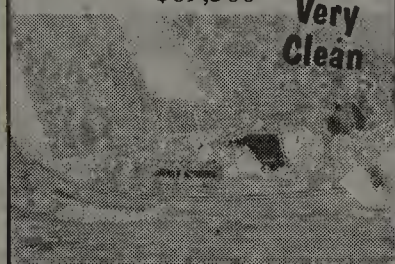
40' CREALA, 1999
\$235,000

**New
Boat!**



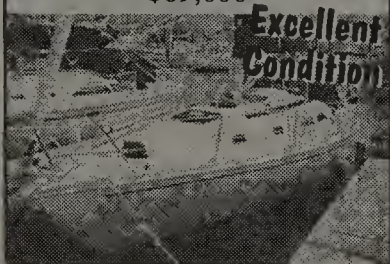
36' CATALINA, 1989
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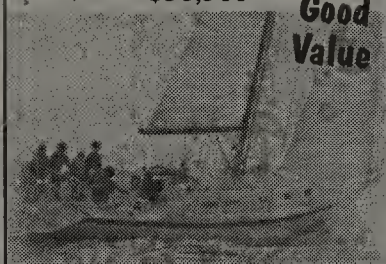
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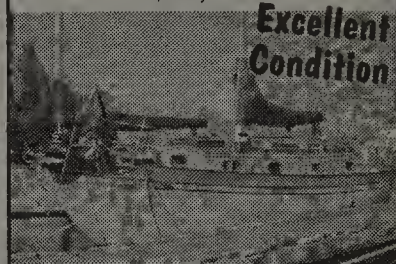
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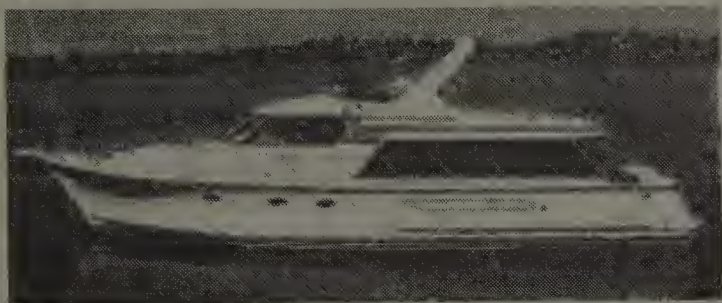
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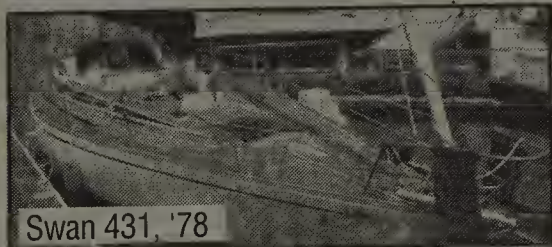
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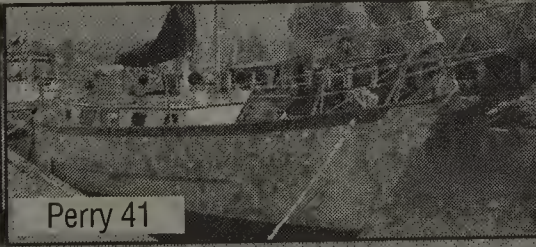


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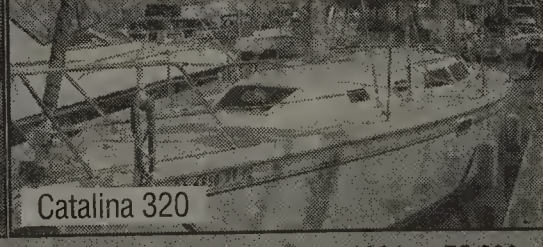
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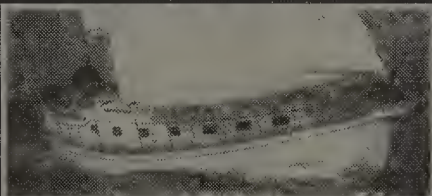


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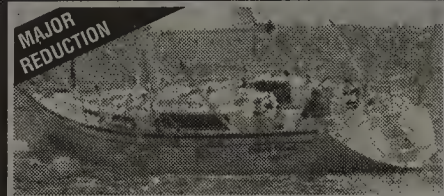
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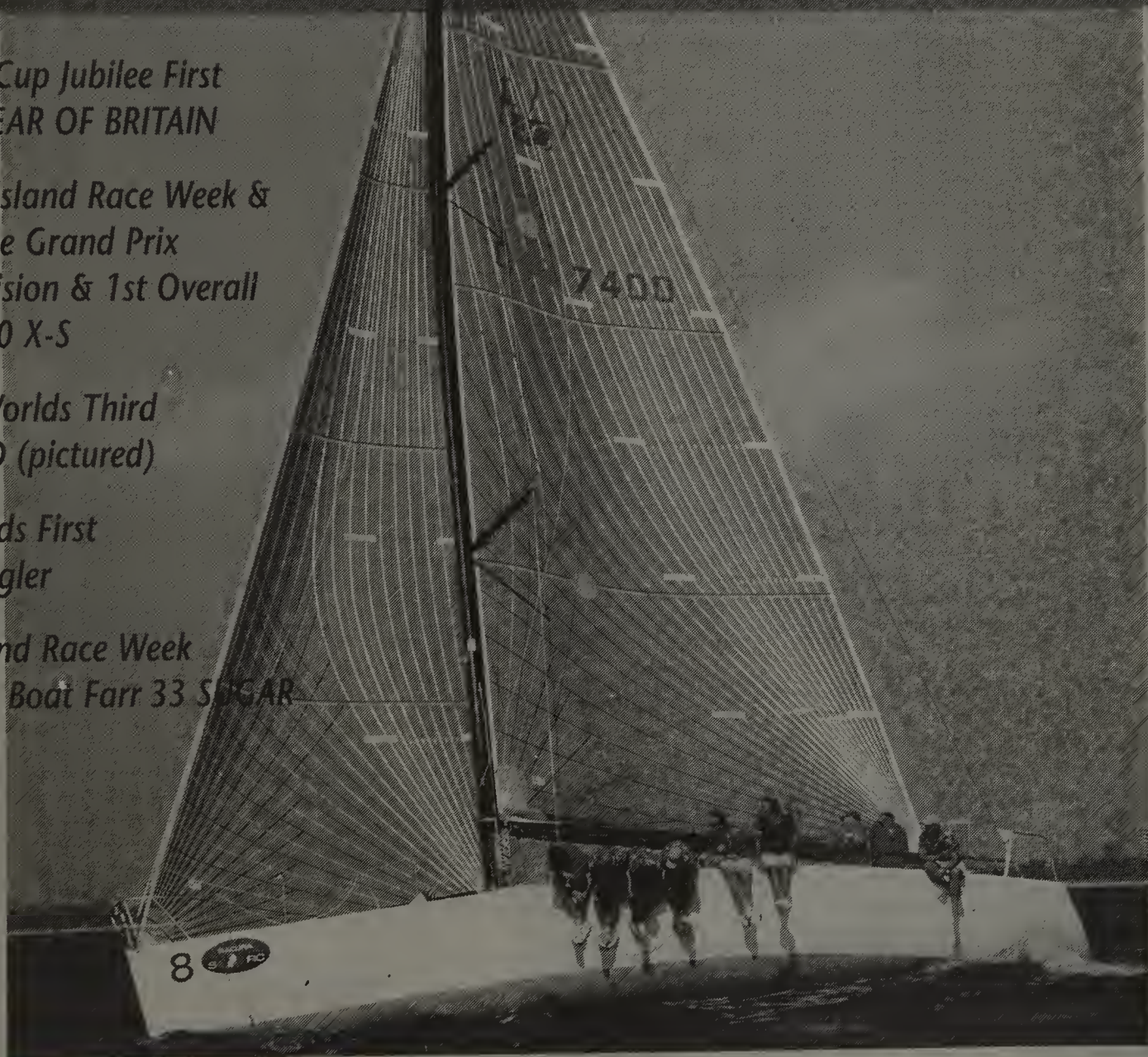
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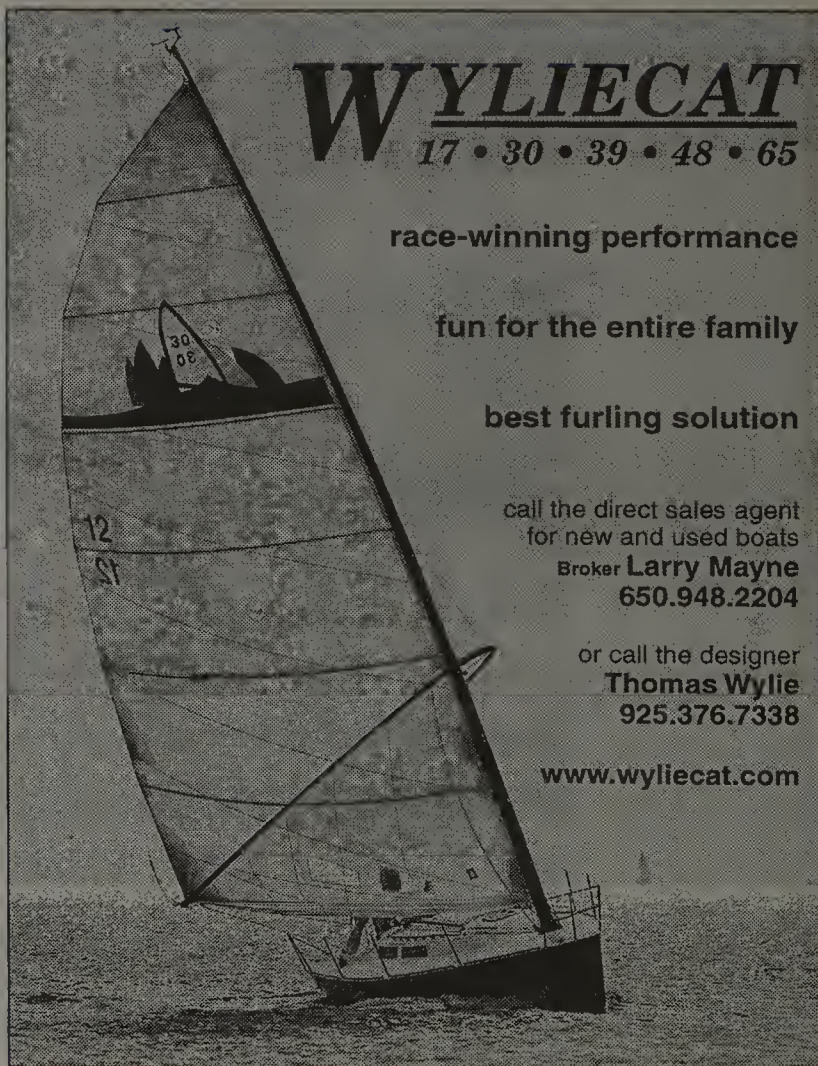
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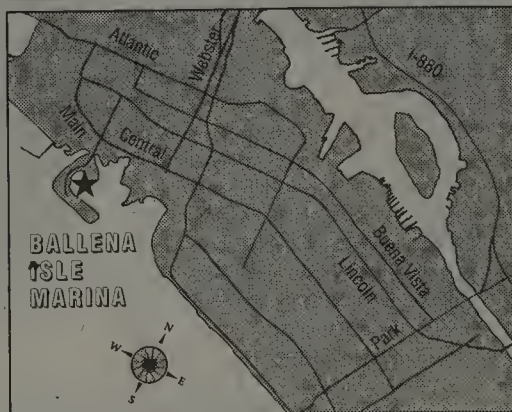


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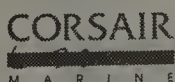
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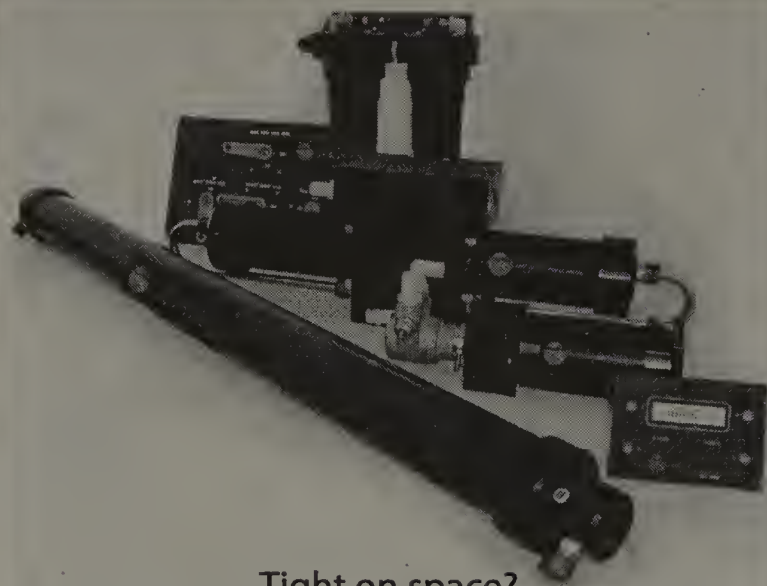
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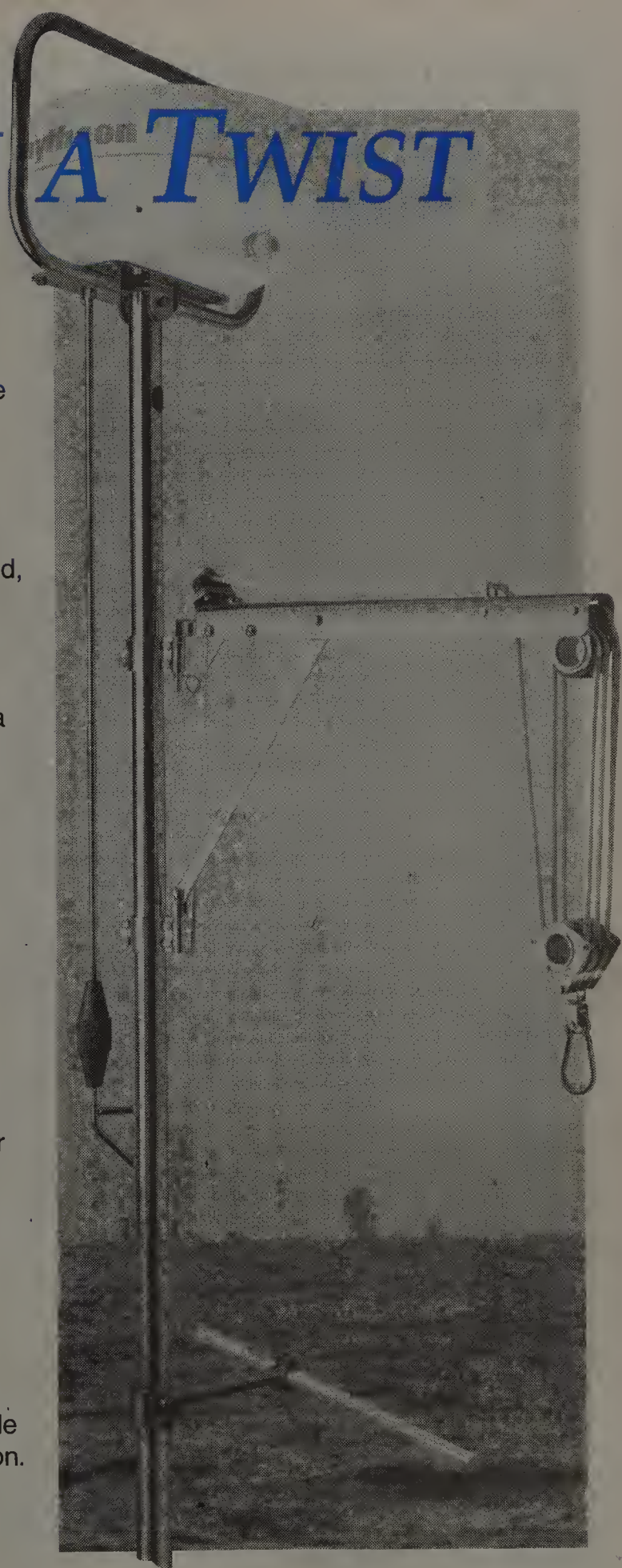
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CALENDAR

Nonrace

Oct. 2-3, 9-10 — Marin Sail and Power Squadron's Safe Boating Classes at Kell Center (Novato), 7-9 p.m. on each date. \$30 fee for textbook. All sorts of topics covered. RSVP/info, Peter White, 382-8109.

Oct. 5 — Marine Swap Meet at Chula Vista Marina, 7 a.m. to 1 p.m. Info, (619) 691-1860.

Oct. 5-6 — Fifth Annual All-Catalina Rendezvous at Ayala Cove, Angel Island. All Catalinas welcome. Games, prizes, raffles, barbecue, etc. Bill Eddy, (925) 820-7370.

Oct. 6 — Open House/Free Boat Rides at Cal Sailing Club (Berkeley), 1-4 p.m. Rain date is October 13. Info, www.cal-sailing.org.

Oct. 9 — Latitude 38's Mexico Crew List Party at Encinal YC, 6-9 p.m. Guaranteed fun. For more info, see the *Crew List* article or check www.latitude38.com.

Oct. 10 — Single Sailors Association's monthly meeting, featuring guest speaker Sam Crabtree, delivery skipper and celestial navigation instructor. Oakland YC; 6:30 p.m. Info, (510) 273-9763, or www.ssaonline.org.

Oct. 10-13 — Fleet Week festivities, including the Parade of Ships and the ever-popular Blue Angels air show. See *Sightings*. Info, (510) 263-1821.

Oct. 12 — OYRA End of Season Party at Richmond YC, 6-9 p.m. YRA, 771-9500, and/or Don Lessley, 892-6534.

Oct. 12-13 — Master Mariners Cruise to Drake's Bay. Bob Rogers, 364-1656.

Oct. 12-13 — 10th Annual Northern California Women's Sailing Seminar. Island YC, (510) 521-2980, or Sally Richards, (510) 444-4321.

Oct. 12-13 — Catalina 30 Cruise to Aquatic Park. Lloyd Chase, (925) 447-3659.

Oct. 14 — Columbus Day celebrated. Go somewhere new over the three-day weekend.

Oct. 15 — S.F. Bay Oceanic Crew Group monthly meeting, with guest speaker Tom Relyea of South Beach Riggers. Fort Mason Center, Building C, Room 210, 7 p.m., free. Info, 456-0221.

Oct. 20 — Full moon on Sunday night.

Oct. 21 — USCGA Boating Safety Classes at Yerba Buena Island. Basic course offered on Monday and Thursday nights, 7:15-9:45 p.m., on 10/21-11/11. Advanced course follows, 11/14-12/12. \$40 for basic; \$80 for both. Pre-registration required. Info, USCGA Flotilla 17, 399-3411.

Oct. 22 — "Intro to Navigation with GPS," a two-hour course offered by USCGA Flotilla 17 on Yerba Buena Island, 7:30-9:30 p.m. \$20 fee includes materials. Pre-registration required. Info, 399-3411.

Oct. 24 — Yacht Club Night at the Oakland, Palo Alto and Sausalito West Marine stores. 5-8 p.m. Bring your club membership card for "excellent discounts." Dick, (510) 532-5230.

Oct. 26 — Hands-On Sail Repair and Canvas, 9 a.m. to 4 p.m. at Hogin Sails (Alameda). \$75 fee. RSVP, (510) 523-4388.

Oct. 27 — Daylight Savings Time ends.

Oct. 28-29 — Ninth Annual Baja Ha-Ha Rally. Info, www.baja-haha.com.

Oct. 31 — Halloween. Do something scary!

Nov. 8-9 — Cabo San Lucas Beach Party (11/8), followed by the Awards Ceremony (11/9) at Cabo Marina. The Baja Ha-Ha invades Cabo — come party with the Grand Poobah! Info, www.baja-haha.com.

Nov. 9-10 — Downwind Marine's Cruisers' Fair (11/9) and Kick-Off Party (11/10) in San Diego. Info, (619) 224-2733.

Nov. 20 — YRA Trophy Party for HDA, ODCA, WBRA and ODCA season winners at Bay View Boat Club, 6-9 p.m. Jazz

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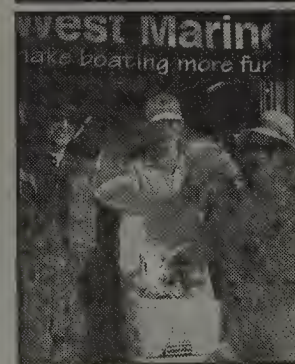
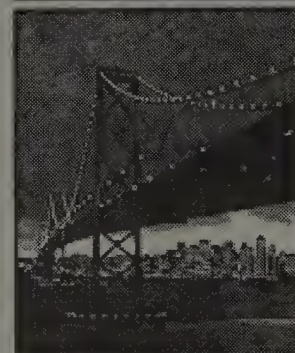
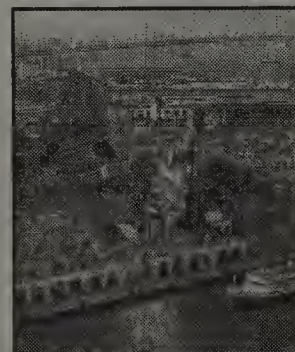
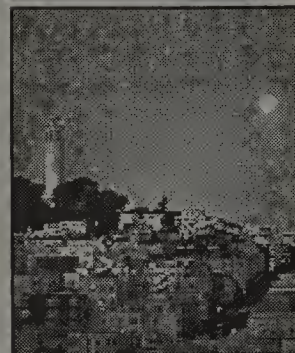
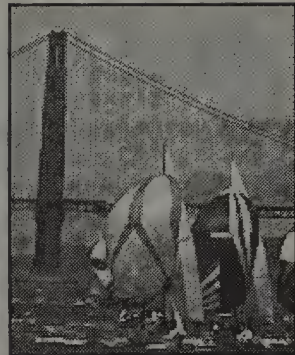
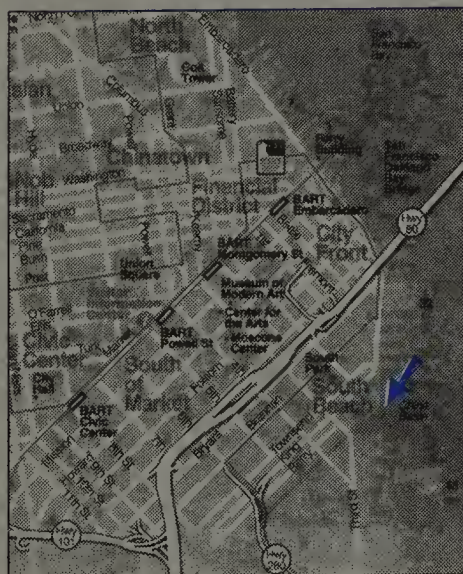
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Class of 2002 Cruiser's Party Sunday, October 20

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CLASS OF 2002, join us for a day of fun. At the swap meet you'll find rubber boats, line, sails, charts, books, blocks, rigging, outboard engines, anchors, nautical decor and tons of hardware of all descriptions. At our June swap meet, a boater purchased an Edson pedestal steering system for \$50 and I picked up a \$10,000 2-speed Barient bicycle winch for \$500! After the swap meet, join us for a great lunch and see if you can put away more kegs of beer than the Class of 2001. **If you are a bonafide cruiser, outward bound in the next 90 days, this party is for you.** Meet fellow cruisers, exchange radio schedules, and kick back at the best marine junk store on the planet. **Reservations are a must.** Call or drop a note and send us a picture of your boat for our photo board. **Swap meet 0700-1200. Cruiser's party 1300-???** *No freeloaders please.* Dinghy from the free anchorage to Josh Slocum's restaurant where it's a short walk to the store.

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CALENDAR

band, finger food, no-host bar. YRA, 771-9500.

Racing

Oct. 1 — Start of the Louis Vuitton Cup in Auckland: nine challengers representing six countries will face each other in the Challenger Trials to determine who will sail against New Zealand in the America's Cup. Finally, it's time to stop the games and start racing. Info, www.lvc.com.

Oct. 3-6 — Lloyd Phoenix Trophy, a Catalina 37 fleet racing event to decide the U.S. Offshore Sailing Championship. Long Beach YC, (562) 598-9401.

Oct. 4-6 — 39th Little Ensenada Race, a 60-mile hop from San Diego to Ensenada. See www.southwesternyc.org for details.

Oct. 4-6 — International Masters Regatta, a J/105 regatta/reunion pitting five local heroes (Terry Anderlini, Dewey Hines, Bruce Munro, John Scarborough and Don Trask) against seven visiting dignitaries (Paul Henderson, Dave Irish, John Jennings, Bruce Kirby, Kim McDell, Keith Musto and Lowell North). StFYC, 563-6363.

Oct. 5 — ODCA Champion of Champions at Richmond YC in DeWitt Dinghies. YRA, 771-9500.

Oct. 5 — PICYA Youth/Chispa Regatta at Encinal YC, rescheduled from August. No entry fee! Daphne Owen, (916) 776-1836.

Oct. 5-6 — Veeder Cup, a match race series in Sydney 38s between Monterey Peninsula YC (challenger) and Santa Cruz YC (defender). SCYC, (831) 425-0690.

Oct. 5-9 — Adams Cup, the U.S. Women's Sailing Championship, in J/24s. We'll be rooting for hometown heroine Vicki Sodaro (skipper) and her "All Soccer Mom" team of Pam Healy, Stephanie Wondolleck and Jodi Lee-Drewery. San Francisco YC, 789-5647.

Oct. 6-16, 1982 — It Was Twenty Years Ago Today, from Shimon Van Collie's article "Kostecki J/24s":

What would you get if you crossed the reticence of Gary Cooper with the devotion of the *Peanuts* character Schroeder and added the ability to make a sailboat go extremely fast? If John Kostecki came to mind, you were right. The 18-year-old Novato sailor turned quite a few heads at the recent J/24 World Championship held on the Bay from October 6-16. Sailing the green-hulled *Leprechaun* for owners Mike Stone and Lad Bedford, along with crew Pat Andreasen and Hartwell Jordan, Kostecki damn near pulled the rug out from under some of the top names in the sport today. After five of the seven races were completed, the Richmond YC entry was ahead of Olympic silver medalist John Koliuss, gold medalist Bill Allen, and Dave Curtis, who recently won the Etchells 22 Worlds for the fourth time. Now that's some sailing!

There was no storybook ending to the Worlds, which is disappointing for hometown fans, but it did show that Kostecki and company could meet adversity head on and keep their wits about themselves. After trouncing the fleet of 62 entries from 11 countries by a whopping margin of 1 minute, 24 seconds in race five, all eyes aboard *Leprechaun* turned skyward. John and Hartwell went aloft and inspected a set of cracks developing where the shrouds attach to the mast. The next day they sailed a bit tenuously, afraid to really crank down on the backstay to tighten the jib luff for fear they would lose the whole rig. The result was they ended up with an eighteenth, their worst race. Koliuss managed a twelfth, and moved ahead on points with one race to go.

One of the unique aspects of major J/24 regattas is that they have no throwouts. The idea behind this policy is that it prevents frontrunners from dumping on anyone who's close

A straight line is
the shortest
distance between
two points.

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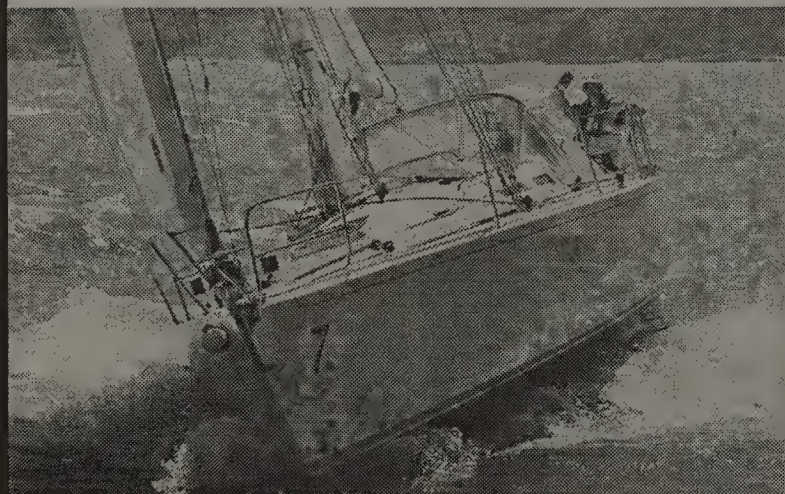
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J/120 Owner Profile: Mark Deppe



Mark Deppe clearly loves to sail. We recently spoke to Mark after his 2,120 mile first-to-finish performance in the 2002 Singlehanded TransPac.

Mark sailed with others for many years either crewing on other boats or chartering. Then he finally bought his own boat, an Ericson 38, which he owned and raced singlehanded for seven or eight years. With that experience there came a time to look for the 'perfect' boat for continued singlehanded racing and long term cruising.

The goal was a true 'dual purpose' boat that could easily sail very competitively yet still had the quality and accommodations necessary for fully equipped long distance cruising. The two or three year search uncovered many high performance race boats that were simply too stripped out down below with inadequate space and tankage for realistic cruising comfort. On the other end of the spectrum were well built but overly 'furnished' boats that lacked any real sailing appeal.

The result of this comprehensive search was a well balanced, high performance J/120. "The carbon rig gives it excellent stability for singlehanded, the asymmetric chute is much easier to handle alone, she's very balanced which is terrific with the B&G autopilot or Monitor vane," stated Mark. "All those performance features create a terrific sailing boat but there is more than adequate space for complete cruising systems with a large chart table, plenty of water and a very comfortable, cruise capable interior. It's been a great singlehanded racer but will also be great with the cruising gear aboard and heading to the Marquesas. The J/120's success as a one design class is testament to their qualities and, when the time comes, adds value in the resale market."

Contact Sail California to see the J/120 today!

CALENDAR

going into the last race. With a throwout, the leader with no bad races can sit on a competitor, driving them back into the fleet for a poor race. Rod and Bob Johnstone, the designer and promoter of the class, wanted to discourage that sort of cut-throat approach.

John Kolius, who ended up winning the regatta, knew all about how fatal not having a throwout could be. In the first J/24 Worlds, held off Newport, RI, in 1979, the Houston sailmaker would have won by 15 points if he'd been able to toss a dead last he suffered in one fluky wind contest. "We can't dump on Kostecki," said Walter Glasgow, one of Kolius's crew the night before the final contest this year. "And we have to be concerned with Curtis, too, who's only nine points back."

The next day, Kolius went out and got a second, while Curtis won. *Leprechaun* rounded the final leeward mark in eleventh. Pat Andreasen says they were all painfully aware that they had to finish seventh or better to keep their second place. "We really banged the last beat," he said afterwards. "We called all the shifts right and got a fifth!"

Oct. 10-13 — Finn Nationals. SCYC, (831) 425-0690.

Oct. 11-13 — Seventh Annual J/Fest South, hosted by Sail California and Long Beach YC. Over 75 SoCal J/Boats are expected to compete, with proceeds of the event benefiting local cancer support services. Karen, (619) 222-6560.

Oct. 11-16, 1992 — Ten Years After, from another of Shimon's excellent articles, "Star Wars — The 1992 Star World Championships":

You couldn't swing a dead cat at the 1992 Star Worlds, held October 11-16 at the St. Francis YC, without hitting a past, present and probably future Olympic medalist or world champion. For those of you who can count the number of times we've participated in national and world championships on one hand, it was heady to realize that in one parking lot you had Paul Cayard, John Kostecki, Mark Reynolds, Vince Brun, Robbie Haines, Craig Healy and Kimo Worthington. And those were just the superstars from California! Other American heavies included Bill and Carl Buchan, Joe Londrigan, and John MacCausland. Brazil's Torben Grael, Canada's Ross MacDonald, Italy's Roberto Benamati, Denmark's Benny Anderson and Germany's Alexander Hagen rounded out the collection of big names for the event.

Not surprisingly, for the rest of the members of the 53-boat fleet, getting into the top 15 in any given race was a minor miracle of sorts. Scoring in the top half of the fleet could be considered a lifetime achievement. And for some, just finishing after horsing the 22-foot, 1,480-pound sloops with their giant mains and noodle masts around the 10-mile course on the Berkeley Circle deserved a beer and a trip to the sauna to recuperate.

This was the second time in their 80-year history that the Stars have come to San Francisco for their World Championships. The earlier version, held in 1978, drew a humongous fleet of 99 entries. This year's drop-off in attendance seems to have resulted from several factors: some European sailors had spent all their money trying to make the Olympics in Barcelona; the soft economy discouraged others from spending theirs on making the trip to San Francisco; and some sailors who had been there in 1978 didn't want to have to sail (i.e., hike) all the way home from the Berkeley Circle to the Cityfront every day. Boy, some guys just don't know what fun is!

Oct. 12 — OYRA/RVC Junior Waterhouse, the last ocean race of the season. Party afterward at Richmond YC. YRA, 771-9500.

Oct. 12 — Wallace Cup, a PHRF race for East Bay yacht

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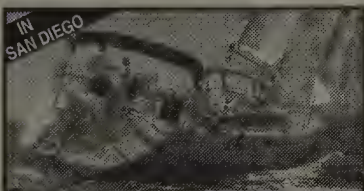
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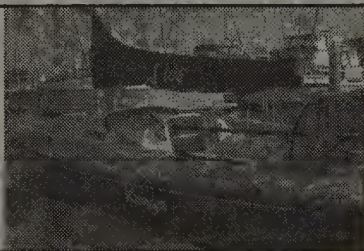
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30' J/92, Zephyr

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J/105, Konza

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1D35, 1999, Rigel

Fine example of a Grand Prix 1D35.
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Kelly Peterson 46, New Horizon

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72' Andrews/Perry, '98, Elysium*	1,350,000
72' Davidson, '99, Cassiopeia*	595,000
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53' J/160, '96, Bushwacker*	649,000
53' Santa Cruz 52, '99, Triumph*	790,000
46' J/46, '01, Linnray*	Pending 569,000
43' J/130, '96, Easy**	Reduced 275,000
41' Bianca 41A, '80, Sundog	65,000
41' Jeanneau, '89, Trouvera*	135,000
41' C&C Custom, '84, Brava**	105,000
40' J/120, Hull #153	New Boat
40' J/120, '00, Grace Dances*	279,000
40' J/120, '99, Hot Rod Dolphin*	249,000
40' J/120, '95, Indigo*	Reduced 169,000
40' J/120, '98, Jyuing	215,000

40' Wilderness, Geronimo**	Pending 50,000
36' Tartan 3800, '97, Gusto*	229,000
36' Sweden, '84, Joystick**	Reduced 99,000
36' Choey Lee, '86, Shibumi*	New Listing 50,000
35' J/105, '96, Konza	109,000
35' J/105, '84, Xtreme**	99,500
35' J/105, '92, Veloce	Pending 87,500
35' J/35, '88, Predator*	Pending 76,800
35' J/35, '91, Assagai**	New Listing 74,000
35' J/35, '88, Jabiru	53,000
35' J/35, '85, Uncle Bill*	59,000
35' J/35, '85, Blue Streak**	49,500
35' J/35, '85, Jammin**	Reduced 59,900
35' J/35, '85, Pazzo**	59,000
35' One Design, KTs Choice*	108,000
35' One Design, '99, Rigel*	78,500
35' One Design 35, '00, Electra*	120,000

35' Hallberg-Rassy, '77, Dragonfly**	53,500
33' Synergy 1000, '99, Hull #2**	65,000
31' Tartan 31, '89, Pointer*	New Listing 63,900
30' J/92, '97, Zephyr	62,500
30' J/92, '97, Coyote*	Reduced 49,000
30' J/30, '79, Slingshot**	Reduced 23,000
30' J/30, '84, Celebration**	29,000
29' Davidson 29, '85, Kokopeli**	52,000
26' J/80, Hull #546 in Alameda	New Boat
24' J/24, '84, Jungle Love**	22,000
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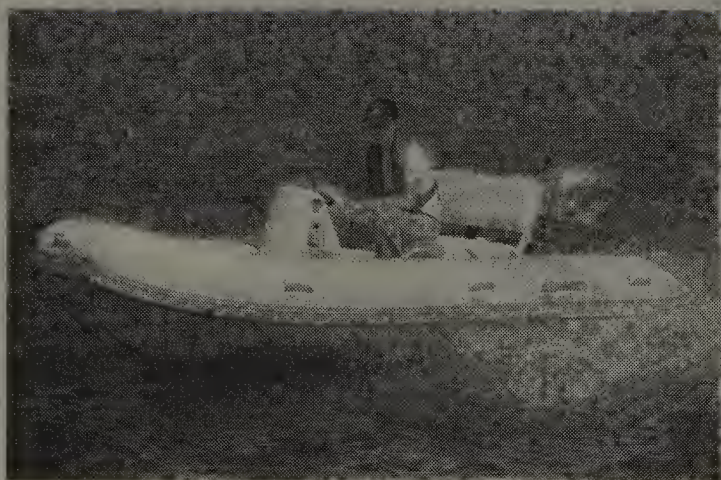
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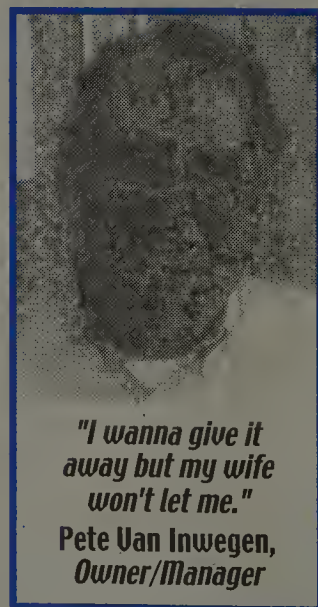
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GPS Chartplotters



319⁹⁹ GARMIN.
GPS 152
4.25" diag. grayscale display. Non-mapping but includes built-in waypoint database of nav aids, cities, etc. WAAS receiver. Models 2224749



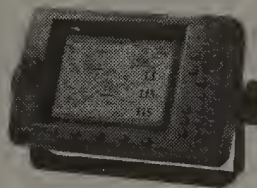
399⁹⁹ GARMIN.
GPSMAP 162
Mid-size 240 x 240 pixel grayscale display. Accepts downloaded MapSource or BlueChart map data. External antenna with 30' cable. Model 1197573



499⁹⁹ GARMIN.
GPSMAP 176
Fixed or portable operation, 3.8" diag. screen, built-in base map, BlueChart and MapSource compatible, 1 year warranty. Model 2224020



999⁹⁹ GARMIN.
GPSMAP 232
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1199⁹⁹ GARMIN.
GPSMAP 2006
7.2" diag. grayscale display, WAAS receiver, BlueChart and MapSource compatible, bail mount, power/data cables, remote antenna. Model 2258390



1499⁹⁹ GARMIN.
GPSMAP 2010
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399⁹⁹ STANDARD HORIZON.
CP150 Chartplotter
5" diag. grayscale display. Uses C-MAP NT cartridges or CD-ROM data for detailed mapping. WAAS receiver for accuracy. Model 1994094



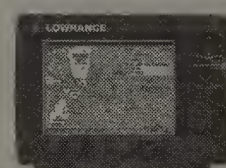
599⁹⁹ STANDARD HORIZON.
CP160 Chartplotter
Waterproof housing with 6" diag. grayscale display. Other features similar to CP150 including cartridge or CD-ROM compatibility. Model 1994128



999⁹⁹ STANDARD HORIZON.
CP170C Color Chartplotter
Brilliant color on a daylight-viewable 6" screen. Uses C-MAP NT cartography for detailed chart info for cruising destinations around the globe. Models 1994219

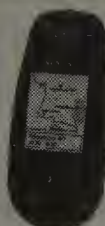


399⁹⁹ GARMIN.
GlobalMap 2400 GPS
5" grayscale display, records and saves your trip details for playback, Multi-Media Cards instantly expand storage from 8MB to 128MB. Model 2661922



699⁹⁹ GARMIN.
GlobalMap 3000 MT GPS
Large 6.5" diag. screen, uses MapCreate or Navionics chart data, expandable MMC card storage, includes 2 map CDs. Super value! Model 1975481

Handheld GPS



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219⁹⁹
Meridian GPS
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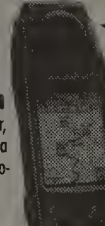
MAGELLAN
299⁹⁹
Meridian Gold
16MB built-in US database of cities, highways and waterways. Expandable flash memory. Uses AA batteries. Model 2597151



MAGELLAN
319⁹⁹
Meridian Marine
16MB internal memory with built-in database of nav aids, buoys, obstructions and wrecks. Waterproof, WAAS, more. Model 2597169



MAGELLAN
349⁹⁹
Meridian Platinum
Built-in compass and barometer, 16MB memory is expandable to 64MB with optional flash memory cards. WAAS receiver. Model 2597177



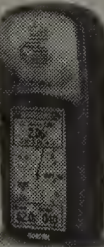
STANDARD HORIZON
179⁹⁹
Magnum GPS
Submersible, built-in worldwide database, timers, alarms, notes storage, PC interface, battery saver, much more. Model 2790996



GARMIN.
129⁹⁹
eTrex GPS
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GARMIN.
179⁹⁹
eTrex Mariner
WAAS receiver plus built-in no-aid waypoint database. 500 waypoint storage. Model 2044147



GARMIN.
249⁹⁹
eTrex Legend
Tiny portable with mapping capability! Built-in US base map or accepts MapSource CD data. Model 2044006



GARMIN.
219⁹⁹
GPS 76
WAAS receiver, built-in worldwide city and no-aid database, accepts CD-ROM waypoint information. Model 2193944



GARMIN.
349⁹⁹
GPSMAP 76
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clubs. OYC, (510) 522-6868.

Oct. 12-13 — Europe Nationals. SCYC, (831) 425-0690.

Oct. 12-13 — El Toro Stampede at Richmond YC. Vickie Gilmour, (510) 236-8098.

Oct. 12-13 — Fall One Design Regatta for Etchells, Express 27s, Melges 24s, J/24s, Wylie Wabbits, and Santana 22s. SFYC, 789-5647.

Oct. 13 — Leg II of the Around Alone Race starts in Torbay, England. The 14-boat fleet will sail 6,880 miles to Cape Town, with an ETA on or about 11/8. Info, www.aroundalone.com.

Oct. 19 — Yankee Cup, a one-day, three-race regatta for HDA season champs hosted by IYC off the GGYC race deck. YRA, 771-9500.

Oct. 19 — Jessica Cup for big woodies, hosted by StFYC/Master Mariners. Terry Klaus, 364-1656.

Oct. 19 — Final Fall One Design Races. SCYC, (831) 425-0690.

Oct. 19 — SBYRA race #7, hosted by Sequoia YC. Mike Satterland, (408) 947-8211.

Oct. 19-20 — Logan/Paige Regatta, Cityfront racing for Mercuries and Stars. StFYC, 563-6363.

Oct. 19-20 — SSS Vallejo One-Two, the end of the short-handed sailing season. Synthia Petroka, (408) 929-7217.

Oct. 20 — Final SCORE/Doublehanded Race. SCYC, (831) 425-0690.

Oct. 26 — Red Rock Regatta, a low-key PHRF race followed by a Halloween party at the swanky new Tiburon YC. Gerry Gunn, 435-6038.

Oct. 26-27 — Great Pumpkin Regatta for 21 one design keelboat classes. Buoy racing Saturday, a *Jaws* theme party, and the Around Angel Island pursuit race on Sunday. RYC, (510) 237-2821.

Oct. 31-Nov. 2 — Isla Navidad Race, a 1,178-mile dash from Long Beach to Navidad co-hosted by LBYC and NHYC. About 15 boats are planning to go, including *Zephyrus V*, *Pyewacket*, *Pe-gasus 77*, *Magnitude*, *Medicine Man*, *J-Bird III*, *Victoria*, *Stealth Chicken*, *Adrenalin*, *Chicken Little*, *Bay Wolf*, *Patriot*, and *Bolt*. Mike Nash, (714) 540-6060, ext. 129.

Nov. 2-3 — PICYA North/South Match Race at Cabrillo Beach YC (San Pedro). Details are still up in the air. Daphne Owen, (916) 776-1836.

Nov. 2-9 — Dry Creek Vineyard 2002 Pro-Am Regatta at the luxurious Bitter End YC in the BVI. This year's roster consists of five masters (Rod Johnstone, Tom Leweck, Keith Musto, Lowell North and Butch Ulmer) and five juniors (Marie Bjorling, Andy Burdick, Paul Cayard, Mark Reynolds and Dawn Riley). Info, (800) 872-2392, or www.beyc.com.

Nov. 13-16 — Farr 40 Worlds at Nassau's glitzy Atlantis



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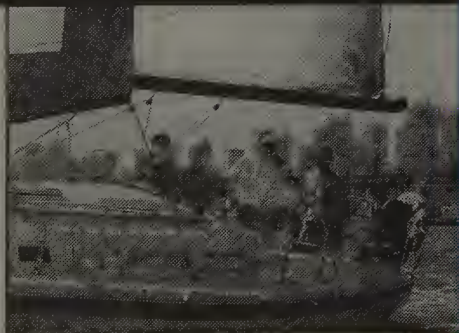
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Resort, preceded by the Bahamian Championship on Nov. 9-10. Info, sandy@farr-int.com.

Nov. 16-17 — San Francisco YC's Pre-Holiday Regatta. SFYC, 789-5647.

Jan. 20-24, 2003 — Terra Nova Trading Key West Race Week, widely considered the best regatta in this country. See www.Premiere-Racing.com.

Feb. 7-14 — 17th Biennial Puerto Vallarta Race, a 1,125-mile race from Marina del Rey to PV. Del Rey YC, (310) 823-4664 or www.dryc.org.

Midwinter Race Series

ALAMEDA YC — Estuary Midwinters: 11/10, 12/8, 1/12, 2/9, 3/16. M.L. Higgins, (510) 748-0289.

BERKELEY YC — Chowder Races: Sundays, Oct.-March, except during the BYC Mids. Paul Kamen, (510) 540-7968.

BERKELEY YC — Berkeley Circle: 11/9-10; 12/14-15; 1/11-12; 2/8-9. Bobbi Tosse, (925) 939-9885.

CORINTHIAN YC — Midwinters 2003: 1/18-19 and 2/15-16. CYC, 435-4771.

ENCINAL YC — Jack Frost Series: 11/16, 1/18, 2/15, 3/15. Les Raos, (925) 349-6728.

GOLDEN GATE YC — Seaweed Soup Series: 11/2, 12/7, 1/4, 2/1, 3/1. GGYC, 346-BOAT.

LAKE MERRITT SC — Robinson Memorial Midwinters: 12/14, 1/12, 2/8, 3/9. Duncan Carter, (925) 945-6223.

OAKLAND YC — Sunday Brunch Series: 1/5, 1/19, 2/2, 2/16, 3/2. OYC, (510) 522-6868.

RICHMOND YC — Small Boat Midwinters: 12/8, 1/5, 2/2, 3/2. RYC, (510) 237-2821.

SANTA CRUZ YC — Midwinters: 11/16, 12/14, and TBA. SCYC, (831) 425-0690.

SAUSALITO YC — Midwinters: 11/3, 12/1, 1/5, 2/2, 3/2. SYC, 332-7400.

SOUTH BAY YRA — Winter Series: 11/16, 12/14, and TBA. Mike Satterlund, (408) 947-8211.

Please send your calendar items **by the 10th of the month** to Latitude 38 (Attn: Calendar), 15 Locust Avenue, Mill Valley, CA, 94941. Better yet, fax them to us at (415) 383-5816 or email them to us at editorial@latitude38.com. But please, no phone-ins! Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises. Unless otherwise noted, all phone numbers listed in the Calendar are in the 415 area code.

October Weekend Currents

date/day	slack	max	slack	max
10/05Sat	0040	0340/4.7E	0719	1015/4.1F
	1323	1608/4.3E	1937	2233/4.0F
10/06Sun	0137	0429/4.6E	0802	1056/4.1F
	1359	1652/4.8E	2025	2323/4.4F
10/12Sat	0106	0416/3.3F	0744	0949/1.7E
	1315	1552/1.8F	1835	2158/4.0E
10/13Sun	0214	0532/3.1F	0851	1107/1.5E
	1433	1708/1.6F	1946	2306/3.6E
10/19Sat	0046	0338/3.3E	0716	1013/3.1F
	1307	1558/3.4E	1939	2235/3.1F
10/20Sun	0132	0413/3.2E	0749	1040/3.0F
	1335	1628/3.8E	2015	2310/3.2F
10/26Sat		0233/2.8F	0613	0819/1.7E
	1106	1412/1.6F	1638	2029/3.9E
10/27Sun	0022	0228/2.7F	0613	0813/1.5E
	1106	1407/1.4F	1630	2024/3.8E

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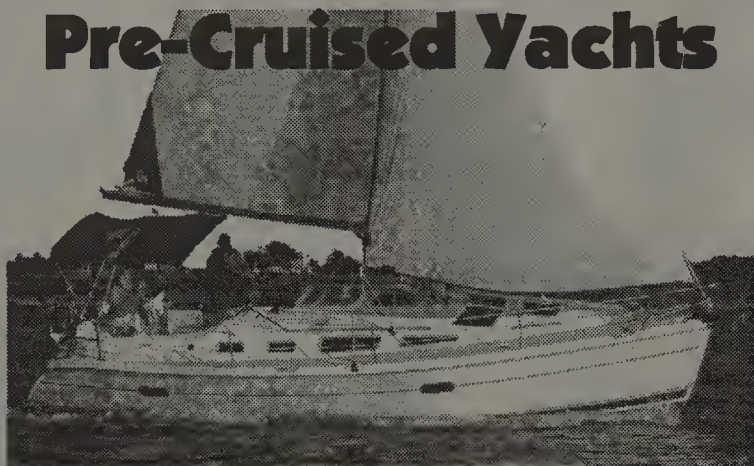
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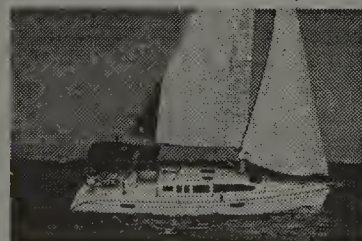
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LETTERS

THE ORIGIN OF BEER CAN RACES

In response to Vivienne Fagrell's September question about the beginnings of evening 'beer can' races, I don't have the definitive answer, but I do have one part of the puzzle. I was part of the group that started the Friday Night Beer Cans at the Golden Gate YC in the summer of 1965 — if memory serves me, which it doesn't always. At the time, a bunch of us were racing Cal 20s and had set up an informal tune-up clinic off the Cityfront. The initial group included myself, Jimmy

LATITUDE ARCHIVES



Beer Can racing — anybody can play.

Ong, John Webb, Bob Baum, and Tom Price — joined shortly by Jerry Leth, John Poletti, Jack Kostecki (John's dad), and Paul Kaplan. All are deceased except for myself, Poletti, Price, and Kaplan. Jim Ong, John Webb and I were members of the Golden Gate YC, so we arranged for Manny Fagundes to serve his famous 'Seaweed Soup' after the tune-up sessions. By the next year, we were running races and getting over 20 Cal 20s on the starting line. We provided our own race committee — made up primarily of girlfriends, as few of us were married at the time — usually assisted by Manny at the start. Later we were joined by other fleets such as the Knarrs.

There may have been some beer can racing in the Oakland Estuary prior to this, but otherwise the Golden Gate Cal 20 races were the first. Later on, the Sausalito YC, Corinthian YC and Berkeley YC got their programs started, and there are many more today. It should be noted that the 'woodies' — meaning IODs, Frisco Flyers and Folkboats — started a Wednesday night series a year or so before the Cal 20s. But it's my impression that these races were too serious to be called 'beer cans.'

Jon Nicholas
El Granada

Jon — Thanks for taking the time to respond, as we thought it was an excellent question. Can any old hands from the Oakland Estuary — or even Southern California — shed any more light on the history of beer can racing?

LIVING ABOARD IS A LOW-COST ALTERNATIVE

Tonight the San Rafael City Council will yet again attempt to remove liveaboard boaters from the harbors that are in the city's jurisdiction. This is a fight for our right to pursue happiness aboard our vessels. The issue of overboard discharge is minute compared to the city's decaying sewer infrastructure. Studies done by civil engineers have advised the city of the enormity of their problem, but the city insists on scapegoating liveaboards. The real reasons are money and greed!

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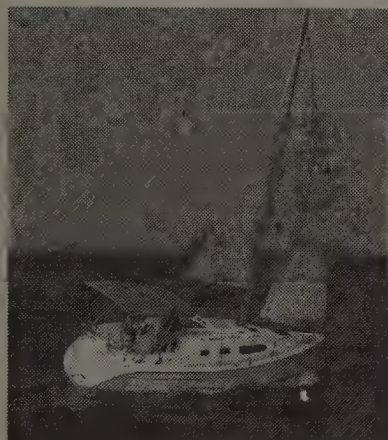
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First Bank of Sailing

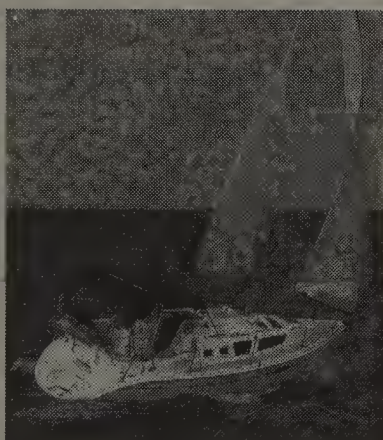
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John Peterson, Director of Sales & Marketing

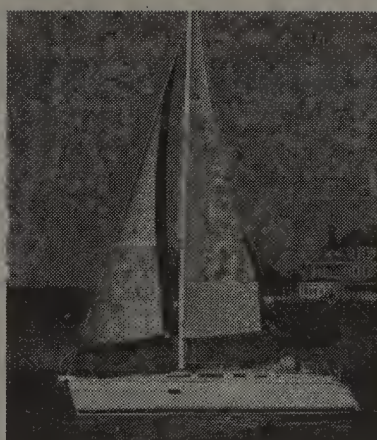
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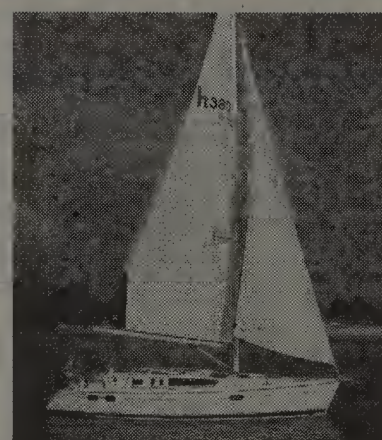
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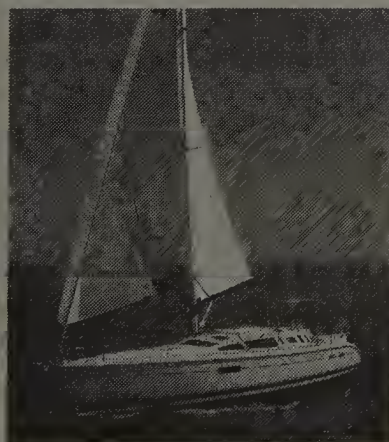
Hunter 326
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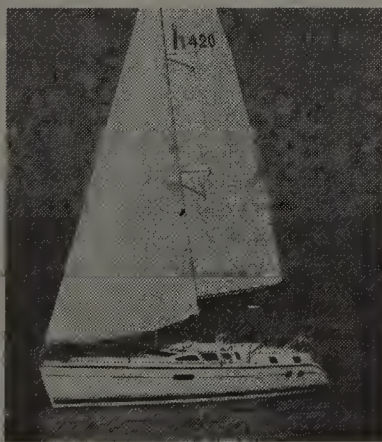
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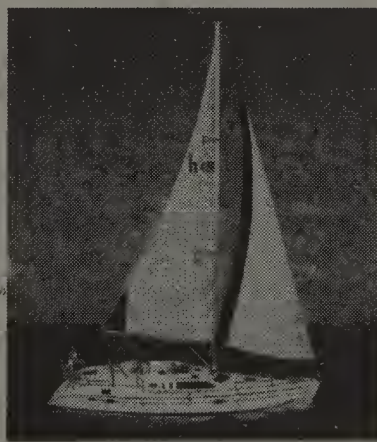
Hunter 380
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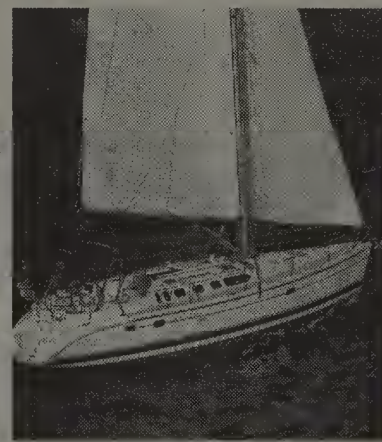
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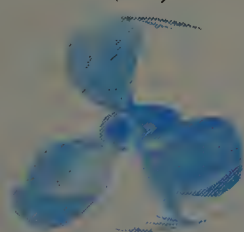
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Check: \$20,749



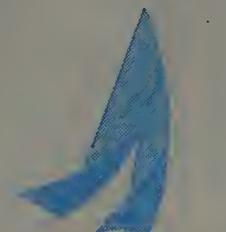
Hunter 450
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Hunter 466
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LETTERS

cost of living.

John Harvan
San Rafael

John — Lydia Romero, who dispenses public information for the San Rafael City Council, painted a very different picture of what was going on. She says what you were referring to wasn't a regular City Council meeting, but rather a 'study session' in which the Planning Commission presented the City Council with information that had been gathered from all interested parties — including liveaboards — over the past two years. Romero told us that the Planning Commission recommended that the City Council not get into the liveaboard issue at all, but concern themselves solely with water quality. And it looks as though that's what the City Council will likely do. Ordinances regarding the water quality issues will be formulated and presented to all interested parties for discussion and comment long before anything is passed.

Just so everyone is clear on the point, we are big supporters of the concept of living aboard — assuming that basic safety and sanitation requirements are followed. We are not, however, in favor of marinas becoming low-income housing for the general population — not anymore than we favor parks and beaches becoming tent cities.

↑↓DIFFERENT KINDS OF INSURANCE

I am belatedly responding to a February letter by Cindy Douglas about "topsy-turvy insurance" — or when the insurance premiums seem to be inversely proportional to the value of the boat.

I have been a marine underwriter for over 30 years, but it is still a tricky area to deal with. There are many forms of valuation: original cost, depreciated value, replacement cost, book value, market value, resale value, salvage value, and so forth. This is the same issue that caused so much grief for people who had their homes devastated by the fire in the Oakland Hills a few years ago.

Most — but not all — yacht insurance is written on a Replacement Cost (new-for-old) basis. If something breaks, the insurance company will buy you a new one — so long as the bill does not exceed the total insured value. Even though the insurance company is willing to insure your 10-year-old boat for the price you paid for it 10 years ago, the cost of repairs has increased every year since then. Have you priced new boats lately? Not that many years ago you could have bought a new 30-footer for \$30,000. A new 30-footer can cost \$100,000. Have you been to the boatyard lately to see what replacement parts cost? And remember, no matter if you're buying parts for cars or boats, the sum of the parts is always greater than the whole.

When an insurance company collects premiums based on a \$30,000 30-footer, they know that in fact, the potential for repairs is now on the scale of \$100,000 — or more. This is why insurance premiums go up even if the boat hasn't gone up that much in value. The key is the ratio between the current market value of a 20-year-old boat compared to what it would cost to repair it with the price of today's parts and labor. At some point the spread becomes so great between the boat's current market value and its replacement value, that it becomes no longer economically feasible to insure.

Another kind of insurance is called Actual Cash Value. In these cases the premiums are less, but you will only collect on a portion of your claim. The insurance company will insure your boat for what it is worth today, but they will only pay for the proportional cost of any repairs. For example, if

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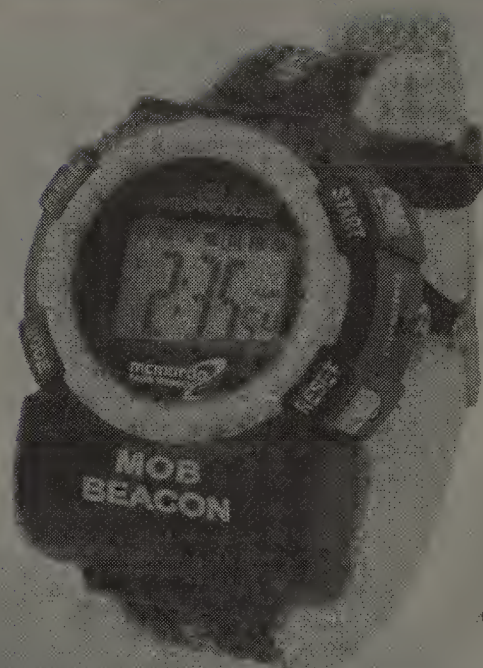
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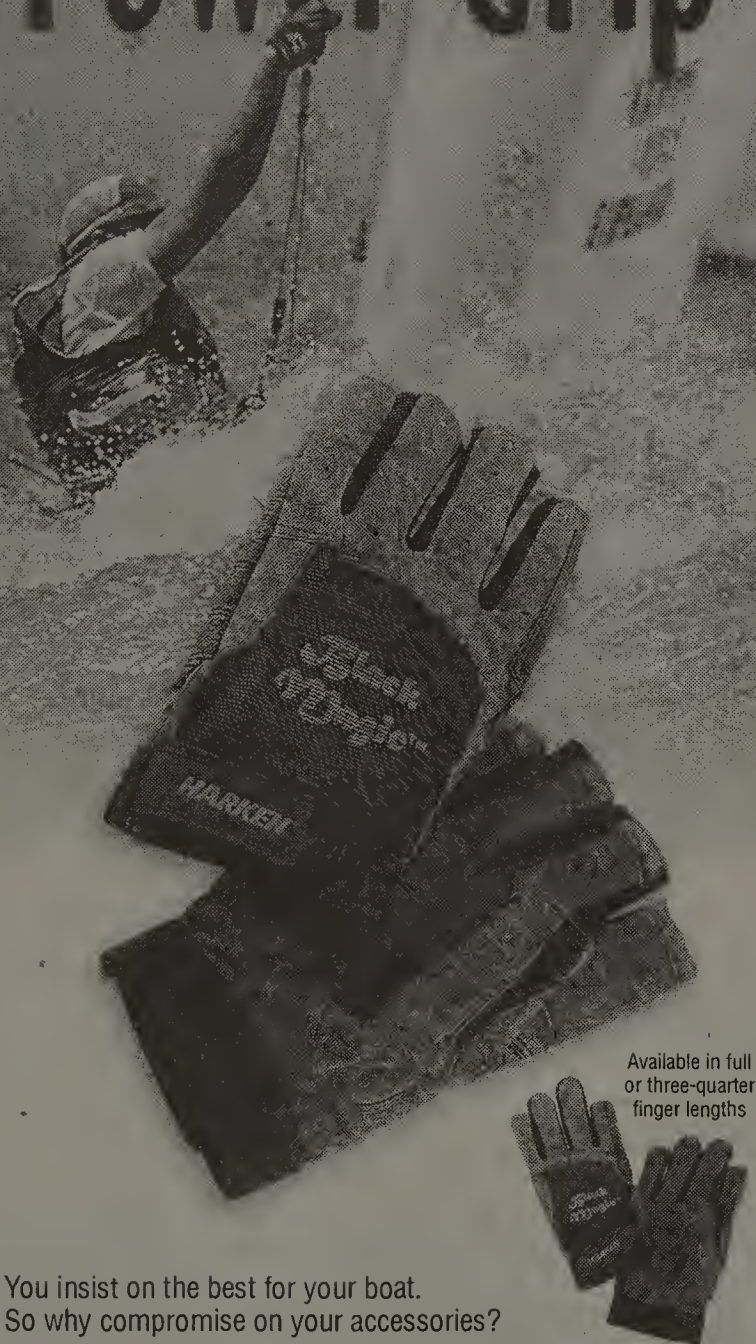
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LETTERS

you have a mast with a life expectancy of 20 years and it breaks in 10 years, you'll only be reimbursed for 50%. It's obviously very difficult to determine the exact life expectancy on any given part — which makes it difficult to adjust claims on Actual Cash Value policies.

When it comes to insurance, not all types of policies are the same, so you have to be very aware of what you are buying.

Brian Deans
Navigators Insurance Company

Readers — How many of you know whether you have a Replacement Cost or an Actual Cash Value policy on your boat?

⚓ FINDING SLIPS IN SAN DIEGO BEFORE THE HA-HA

We've read in *Latitude* that some folks are having trouble finding slips in San Diego prior to the start of the Ha-Ha. We had similar trouble before the start of the 2000 Ha-Ha, but finally found a berth at the Marriott Hotel Marina in downtown San Diego. It's not cheap — we paid \$1,350 a month for our 44-footer, and the daily rate would have been \$67.50. But we got access to the swimming pool and jacuzzi, 20% off on all meals, and a number of other benefits. It was also a great place to provision. There must have been about 10 other Ha-Ha boats in the marina, so we had our own little Ha-Ha kick-off parties. Based on that good experience, we have chosen the Marriott Marina as our Baja Ha-Ha pre-departure spot once again.

Myron and Marina Eisenzimmer
Mykonos, Swan 44
San Francisco YC

Myron & Marina — Thanks for the tip. Downwind Marine in San Diego is once again operating as a clearinghouse for available slips in San Diego. Interested folks should call Steve at (619) 224-2733, preferably on Monday or Tuesday. Budget cruisers should remember that boatowners who don't live in San Diego County can use the anchorage near the Coast Guard Station in San Diego Bay for three months — at no charge. You do, however, have to stop by the San Diego Harbor Police Station on Shelter Island for a permit, and so they can do a basic inspection of your boat and her safety and sanitation equipment.

If you've taken offshore delivery of your boat or want to start the Ha-Ha from Ensenada, there's berthing down there. "We have a significant number of open slips from 36 to 56 feet,

a couple of end-ties, and one 350-ft mega yacht pier," advises Gabriel Ley, Dockmaster at Ensenada Cruiseport Village Marina, which is about 60 miles south of San Diego.

"So please visit

LATITUDE ARCHIVES



Newport Harbor is one great solution for pre-Ha-Ha berthing.

us at www.ecpvmarina.com. We were given the name of Latitude by the owners of Two Can Play, who are staying in our marina prior to participating in late October's Baja Ha-Ha. It's also possible to anchor for free in Ensenada Bay.

Another terrific place to stay prior to the Ha-Ha is Newport

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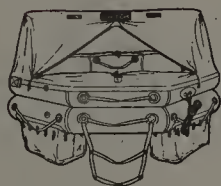
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- Oct 15 Survival and Safety at Sea — Bruce Brawn, Switlik/ACR
- Oct 22 Onboard Exercise and Offshore Health Insurance — Randy & Jeanne Ames
- Oct 24 HF Radio Communications — Gordon West
- Oct 28-29 Start of Boja Ho Ho IX
- Oct 31 Outfitting Your Boat for Safety — Bruce Brawn, Switlik/ACR
- Nov 2 Point Loma Cultural Fair
- Nov 6 Living Aboard in the Sea of Cortez — Bob & Jinx Schwartz (*This seminar is at Downwind Marine!*)
- Nov 7 Cruising the Sea of Cortez — Gerry Cunningham, Cruising Charts
- Nov 9 Downwind Cruiser's Fair — a virtual boat show in the store
- Nov 10 Downwind Cruiser's Kickoff Beach Potluck BBQ — We bring the beer & burgers. You bring a side dish.
- Nov 12 Your Boat's Electrical/Charging System — John Gambill, Hatwire Enterprises/Kiss Wind Generators
- Nov 14 Surviving a Haul-out — C.F. Kaehler, Kaehler Kraft
- Nov 19 Engine Troubleshooting & Maintenance — C.F. Kaehler, Kaehler Kraft
- Nov 21 Marine Weather & Forecasting — Dan Brawn
- Nov 26 Cruising on 12 Volt: Alternators, Batteries, Inverters, Tips & Troubleshooting — Barry Kessler, CEO Altra Regulators, Xantrex, Heart, Trace service rep.

*All seminars start at
7:30 PM and are held at
Point Loma Assembly,
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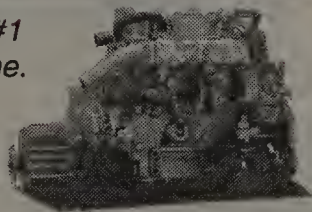
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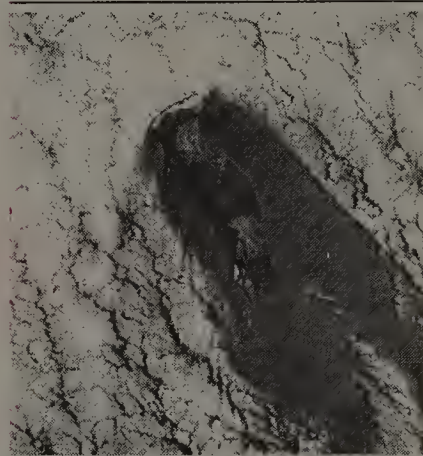
LETTERS

Beach, where berths and moorings are just \$5 a night and there are always moorings available. Newport is great fun, has everything that a mariner could need, and is only 75 miles from San Diego. Other fine options include Shoreline Marina in Long Beach, which usually has slips up to 45 feet, and Catalina, which has moorings for boats of all sizes. If folks have the time, we recommend all of these places be visited and enjoyed before the start of the Ha-Ha.

GUADALUPE

While looking for some other stuff on the NASA website (<http://eol.jsc.nasa.gov/sseop/>), we came across the accompanying photograph and descriptive text.

"Guadalupe Island, Mexico, August 1991. The elongated, volcanic island of Guadalupe (latitude 29° N) is located in the Pacific Ocean approximately 180 miles (290 kilometers) off the coast of west-central Baja California, Mexico. The island is an extinct volcano with a maximum elevation of approxi-



The 'cloud wake' at the leeward side of Guadalupe Island.

mately 4,500 feet (1,370 meters) above sea level. The photograph illustrates the blocking impact that the elevated terrain can have on low stratus clouds as the clouds move southeastward. The island creates a 'cloud wake' downstream (leeward side) of the island, a rather common phenomenon when low stratus clouds pass islands that have adequate elevations to form an impediment to the cloud's normal flow. The Mexican

government has established the island as a wildlife preserve, especially for the protection of elephant seals."

We haven't been to Guadalupe Island — although at least two of the Ha-Ha 2001 boats did stop there — but encountered the same effect at Cedros Island on our trip north in June. In fact, the only time we saw sun between Cabo and San Diego was in the lee of Cedros. The other interesting aspect of the phenomenon is that the wind accelerated around the tips of Cedros, so that it increased from about 15 knots to 25 knots within five or so miles of the tips of the island. In the lee of the island, the wind actually reversed direction and blew from the east at about eight knots. The lesson here is obviously to go inside Cedros when going north — although Ha-Ha'ers would probably want to go outside when going south.

Dave and Merry Wallace
Air Ops, Amel Maramu

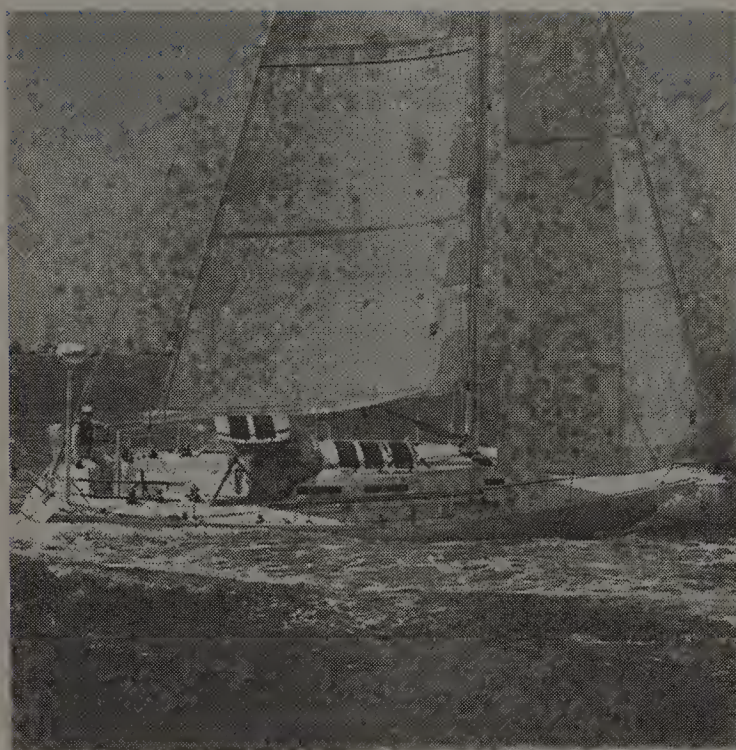
Moored at Redwood City / Our Hearts Are Still In Mexico

Dave & Merry — We only sailed by Guadalupe once, and it was very slowly. The wind suddenly came up to about 25 knots just to the north — windward — of the island, but died a very short time later. This, of course, doesn't fit any of the models. There was so little wind the rest of the way to Cabo that we had to hail a fishing boat and take on diesel 150 miles off the coast. In addition to the diesel, our fueling friends presented us with the head of a very large — and very unattractive — fish.

As Guadalupe is so inaccessible and desolate, we wouldn't



Bruce Schwab's Wylie 60 *Ocean Planet*



Mark Deppe's J/120 *Alchera*

D4 VECTRAN

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Mark Deppe's *Alchera* is back on the Bay after taking First in Class in the 2002 Singlehanded TransPac.

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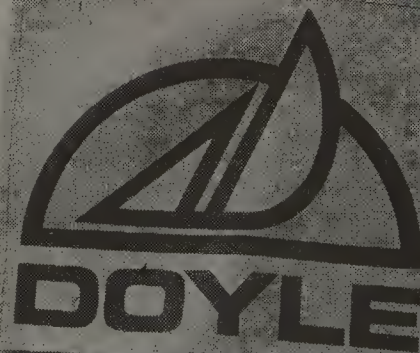
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LETTERS

be surprised if Fonatur were to build a marina, hotel and golf course on the island.

GETTING A HANDICAP

We would like to race our Herreshoff schooner in events such as the Ensenada and Little Ensenada Races, and need to know how to obtain a handicap for our boat. The guys at the Chula Vista YC said you might be able to give us direction.

Emil Dopyera
Schooner Raven

Emil — No problem. Just visit the websites for either the Southern California Yachting Association or Southern California PHRF, which have all the details. Basically, you have to belong to a yacht club or other affiliate organization of the SCYA — some are very inexpensive to join — and then send in your boat and sail dimensions with a check for a small amount. Folks in Northern California can get all the directions they need by going to the Yacht Racing Association of San Francisco Bay website.

KUDOS TO THE COAST GUARD

The Coast Guard turned in an impressive performance on September 1. Anyone monitoring Channel 16 heard the frantic call for help by a very frightened and panicky lady whose husband had fallen overboard and into the Bay. The Coast Guard radio operator who intercepted the call did a magnificent job working with the lady to determine where she was and what kind of boat she was on. The woman was not familiar with VHF radio procedures, so he kept her on 16 throughout the rescue operation. In addition, this Coast Guard radio operator vectored the rescue boat to the location and the rescue was made. We all hope that the man who went overboard is all right. But I want to congratulate the Coast Guard for a job well done.

As a side note, I recommend that the spouse of any boatowner take classes in boating safety and boat handling, as it could save the spouse's life.

Fran Coad
Tequila
Northern California

COAST GUARD WALL HANGINGS

I want to report a negative experience that I had at the Marine Safety Office in Alameda.

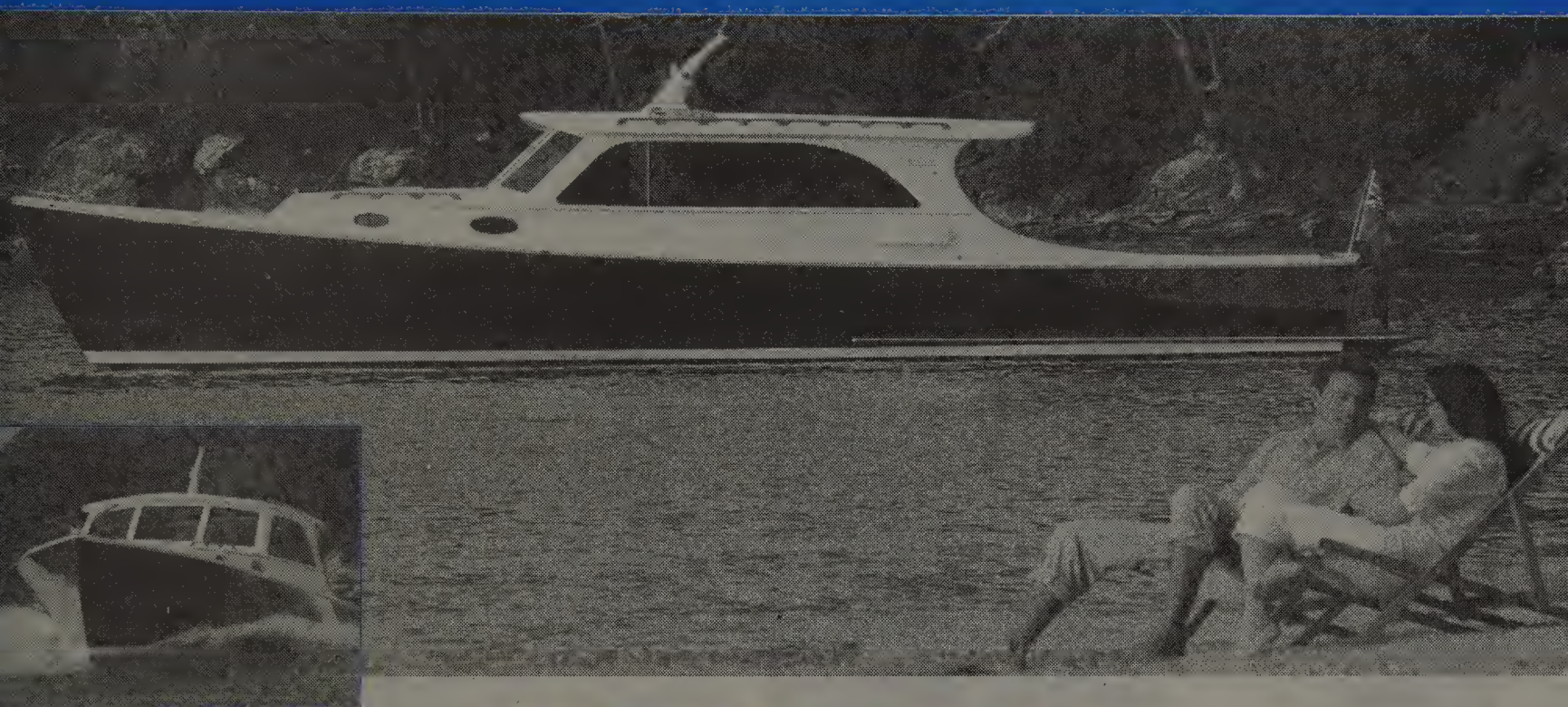
In 1994, I sat for a Merchant Marine Officer's license, and passed. Five years have gone by, so it expired. Although I never did use the license, I'd had it framed and hanging on a nice teak-paneled wall. Unfortunately, some water bled through the frame and got onto it. So I took the expired license to the Marine Safety Office to have a duplicate made — with the same dates on it. But I got nothing but 'bad' from the woman in charge. I was told no one had ever asked to get a duplicate of an outdated license, and made me feel like a fool. Although I was willing to pay the \$45, it was still no dice.

What's so hard to understand about replacing a soiled license with a new one?

Disenchanted Mariner
Northern California

D.M. — We side with the Coast Guard on this one, as we like to think they have better things to do than duplicate outdated licenses — particularly for people who never used them in the first place.

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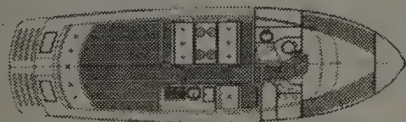
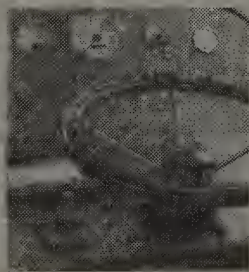
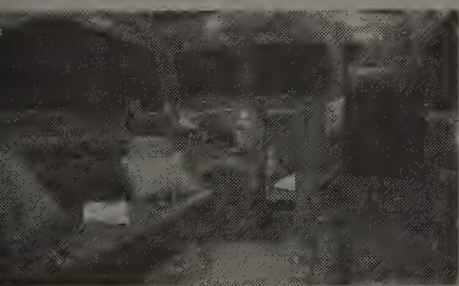
Then there's the luxury of the Burmese teak interior, the quality of the fittings in the galley, the five star

feel of the bathroom and a deck that has no engine box to give you an expansive salon area and unobstructed cockpit.

The beauty of the

Avalon 38 also lies in the fact that — thanks to Australian boat building costs and a favorable exchange rate — her base price starts well under three hundred thousand dollars.

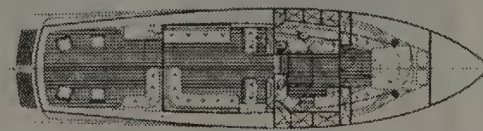
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LETTERS

NO WOOD HERE

On September 1, I visited the office at Almar's Ventura Isle Marina, as I was looking into the possibility of keeping my vessel in that marina during the summer of 2003. The office personnel were very helpful as we discussed the availability of slips. As I was leaving the office with an information pamphlet, I was asked what kind of boat I had.

"A 48-foot schooner."

"Is she wood?"

"Yes."

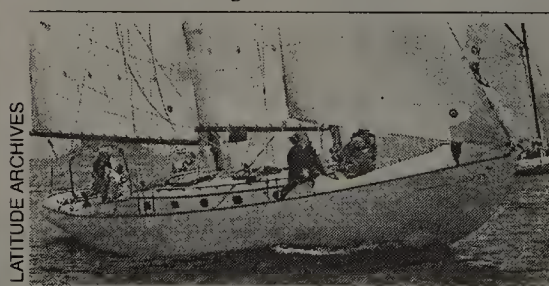
"We don't take wood boats."

David F. Hamiltori
Elizabeth Muir, 48-ft schooner
Santa Barbara

David — We were surprised by your letter, as we can't imagine any marina having a blanket prohibition on wood boats — or that any marina wouldn't be proud to have the lovely Elizabeth Muir in one of their slips. For those who don't know the schooner, Elizabeth Muir was built by master craftsman Babe Lamerdin for himself in Bolinas, with the help of master craftsman John Linderman. If she's anything like she was when she was launched, she's a work of art.

Harbor Manager Jeri Dunham of Ventura Isle Marina tells us that they do have wooden boats in their marina, and will continue to rent slips for wooden boats. Dunham thinks that perhaps you were given incorrect information by the front office staff, who do not have the authority to rent slips to owners of wooden boats, or any boat older than 15 years. Such decisions are left to Dunham, who in the past has driven as far as Long Beach to inspect boats.

Why would any marina — private or public — be so picky about wooden boats and boats more than 15 years old? Harbor-masters up and down the coast will give you the same answer — liability. They can all tell stories of well-intentioned folks who bought fixer-upper wooden boats for as little as a dollar, not having any idea what they were getting themselves into. In the end, many such boats have been abandoned, and the



'Elizabeth Muir' would be an asset, rather than a liability, to any marina.

marina has gotten stuck babysitting them — which can mean things such as having to come down in the middle of the night to pump them out or even arrange to have them raised from the bottom. But that's just the beginning of the trouble. Going through the legal process of determining ownership is long and expensive, and ultimately destroying such boats — particularly older ones, which in many cases were built with toxic materials such as asbestos — is difficult and costly.

The bottom line is that the irresponsible behavior of some owners of wooden boats have made it harder for all the owners of wooden boats. When you apply for a slip, David, we think carrying a current photo and recent survey of your fine yacht would solve all the problems.

While we're talking about that part of the world, Dunham reports that Ventura Isle currently has 100% occupancy, something she attributes in part to 9/11. "It seems that a lot of folks bought boats because it allows them to have family fun close to home." If any openings come up for next summer, we'd

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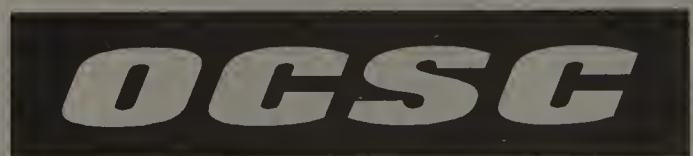
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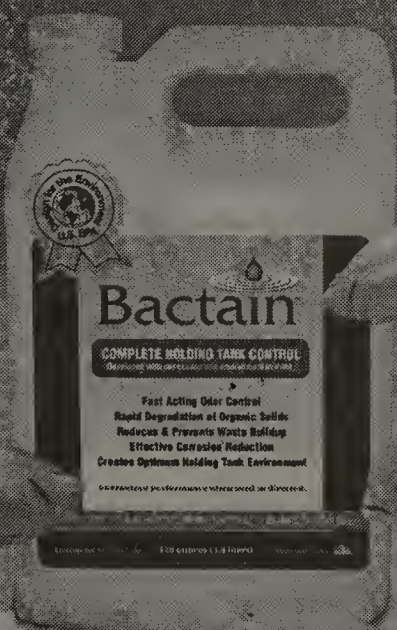
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jump on them. We used to keep our Freya 39 in Ventura Isle Marina in the early '80s, and it was terrific. There's good wind, consistent surf, it's close to the Channel Islands, and Oracle Racing chipped in a bunch of money to deepen the channel.

⇓NOT WILLING TO GO BARE BONES AGAIN

Larry Weinhoff's August article about preparing the boat you already own for a cruise to Mexico hit home with me, as I have been trying to prep my 1978 Pearson 31 for coastal cruising in Mexico. Lucky for me, my basic boat was built to sail offshore and is structurally sound. Unfortunately, she doesn't have any of the extras that I now consider necessary for that kind of cruising. I speak from the experience of having done a 'long trip on a short boat' — specifically from Cleveland to and throughout the Caribbean and back from 1979-81 on a 1969 C&C 30. We had no GPS, no radar, no refrigeration, no watermaker, but we did have an Atomic 4 gas engine with a 20-gallon fuel tank. It was a great experience and I'm glad to have done it, but I'm not willing to go bare bones again.

Here's my conundrum: I estimate that it will take a minimum of \$20,000 to put my boat into basic cruising mode, including \$10,000 for a new diesel, and another \$10,000 for the radar, refrigeration, watermaker, and so forth. Fortunately, the sails are in good condition.

Sure, I could jerry jug gas and water, and drift through doldrums to save fuel, but installing a diesel would mean increased range and power. During my last cruise, I had my fill of warm Country Time Lemonade & rum to last five lifetimes, so refrigeration is a must. From the last cruise, I also learned that water — or lack of a water source — dictates where and when you go. Being that I would be in arid Mexico, a watermaker is high on my list.

After adding \$20,000 to a \$20,000 boat, would I have a \$40,000 boat? No, but I look at it as the cost of having an adventure. Sure, none of this makes any financial sense, but then I've never been particularly sensible financially. Am I willing to spend all my savings to go? I'm not sure. What I do know is that my small boat is not only more affordable and easier for me to handle than the perfect 40-footer that I may not be able to afford. Besides, time is flying by and I'm not getting any younger. How to make this work without spending every last penny of my savings is the challenge I face. Thanks for the encouraging article showing that it can be done on a small scale.

Christy Schisler
Island Girl, Pearson 31
San Diego

Christy — The good news is that you don't have to spend all your savings to go cruising. We're here to save you as much as \$20,000 but still make all your cruising dreams come true. No matter if you were captain or crew, sailing from Cleveland to the Caribbean and back on a C&C 30 was a study ocean adventure. A cruise to Mexico will be a piece of cake by comparison, and therefore doesn't require so much equipment.

Diesel engines are better and safer than gas engines for cruising, but they're not mandatory. For instance, Butchie and Bitchie of the Sausalito-based Lapworth 40 Contenta have been cruising the South Pacific for eight years with a Gray Marine gas engine, and they're still going strong. So before you plunk down \$10,000 to replace your gas engine, we suggest investing a couple of hundred dollars to have it thoroughly examined by an expert. Not the guy down the dock, but an expert. The engine you currently have might well be capable

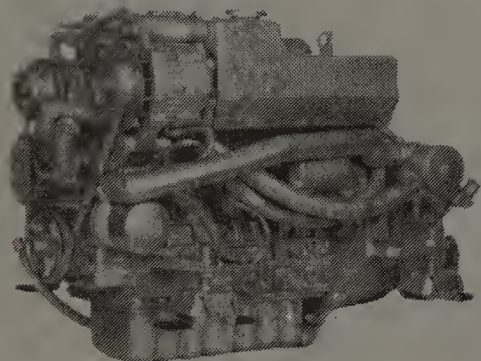
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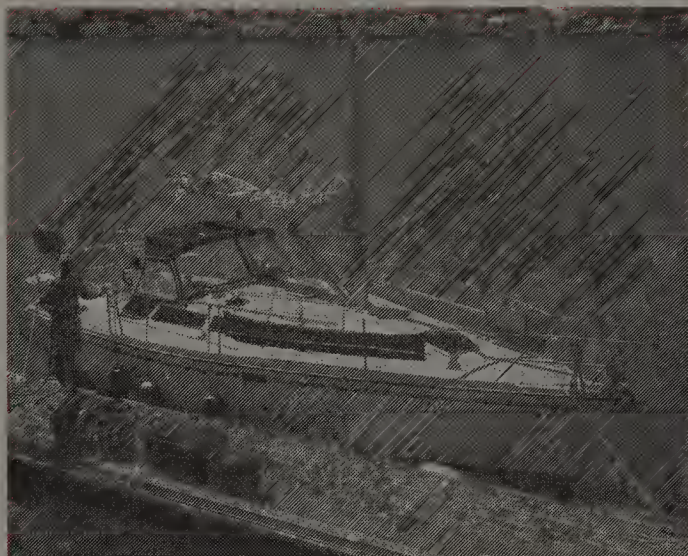
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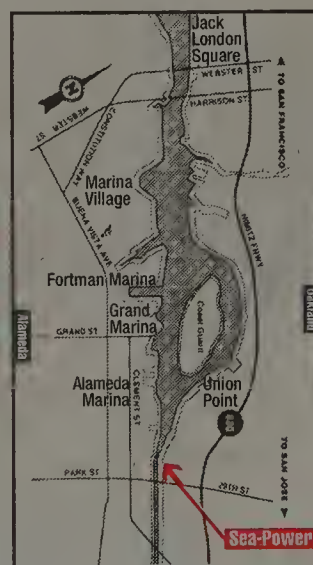
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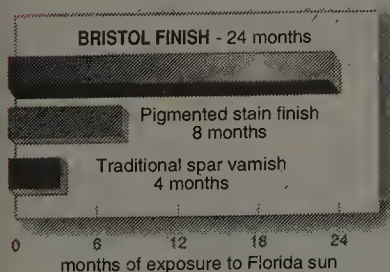


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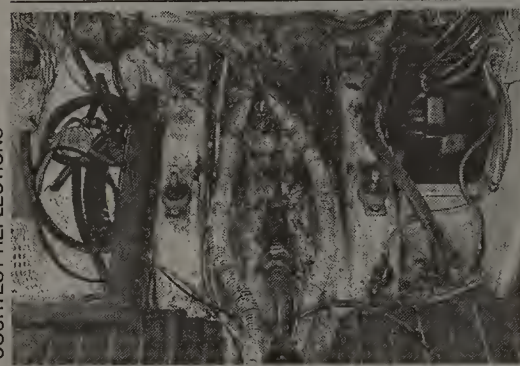
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LETTERS

of doing the job for you in Mexico — particularly if you get some tutoring on the love and care of a gas engine. One of the nice things about the mostly light airs of Mañanaland is that unless you have to keep to a tight schedule, it's easy and safe to sail just about everywhere. It does require patience, but it can be done. \

Radar is a wonderful thing, both for being able to 'see' ships in a thick fog and to doublecheck GPS and the depthsounder to confirm your position. But you don't need radar for a cruise to Mexico, where once you get halfway down Baja there's rarely any fog and where the navigation is mostly straightforward. If you've been able to manage without radar in San Diego, you can easily manage without radar in Mexico.

Refrigeration and an unlimited supply of water can make the cruising life much more luxurious in Mexico, but if funds



COURTESY REFLECTIONS

A reliable engine is essential for cruising. Having to replace one in a foreign port is a real pain.

are tight, you can very easily do without both of them. To a far greater extent than in the Caribbean, cruising in Mexico is a social activity, so dining on other boats and attending potlucks is the norm rather than the exception. So even if you don't

have refrigeration, you'll still be enjoying plenty of fresh foods and ice cold drinks. And, you never enjoy a cold drink as much as when you only get a couple of them a day.

Today's watermakers are more efficient and reliable than ever — but we've taken our own boats to Mexico something like 17 times and have never once had a functioning watermaker — and it's never been a big problem. For one thing, we only drink bottled water. Secondly, we shower onboard with a Sunshower, which is inherently frugal with water — but still provides all you really need. Plus, you'll be spending a lot of time on the beach, where many restaurants have showers, or you could have a cold drink in a fancy hotel, where you can use the hot tubs, pools, and showers. Yes, it would be wonderful to have endless water, but in Mexico it's not hard to do without.

Here's a bonus! The beauty of not having refrigeration and a watermaker is that you don't have to do any maintenance on them, and you wouldn't be having to run your engine — perhaps the old Atomic 4 — to power them.

Your Pearson 31 should be a fine boat for cruising Mexico, Christy, but we'd feel terrible if you spent all your savings on accessories that you could quite easily live without in Mexico. If your engine is shot, that's a serious matter. But not having a radar, watermaker, and refrigerator shouldn't prevent you from having a fabulous time in Mexico.

↑↓JOBSON REPORT LACKING?

I am upset by noted sailor Gary Jobson's September 2002 *Sailing World* article about the tragic death of Jamie Boeckel — because Jobson doesn't recommend the one action that would most likely have prevented this horrible accident — and the one action that most amateur sailors crossing oceans use — wearing a safety harness. \

I have participated in numerous ocean races up and down the west coast, including a number of TransPacs and West



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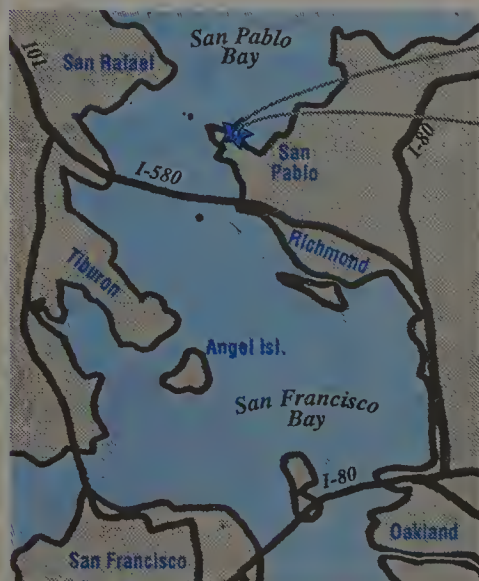
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LETTERS

Marine Pacific Cups. On every offshore race, the rule at night is that one must have a harness on and must be clipped in at all times. Jacklines run from bow to stern allowing *all* maneuvers at night to be completed without being disconnected from the boat. I have been involved in numerous safety at sea seminars, where time and again people are told to use harnesses — especially at night. In the West Marine Pacific Cup, skippers have been required to tell their crew in writing the boat's requirements for the use of flotation and harnesses — impressing on the skippers and crew how important flotation and harnesses are.

I also believe there is a growing danger among the more professional crews, too many of whom believe that because of their experience and talent, that these safety requirements don't apply to them. In this year's West Marine Pacific Cup, there was a man overboard from one of the professionally crewed boats — and as was the case with Boeckel from *Blue Yankee* — the man who went overboard had no flotation and no harness on. In this case, thank God, they recovered the person. On the amateur boats, no one would think of performing maneuvers at night without being harnessed in.

Anyone who has been out to sea knows that if someone goes overboard at night, with flotation on or not, the odds of not being able to find them is too high. This is doubly true on a fast boat with a spinnaker up, where it can take many yards and many minutes to stop and return to where the crew went overboard.

I think Jobson's article does the sailing community a real disservice as it doesn't strongly recommend — in fact, doesn't recommend at all — the one most effective remedy one can take. Do not get disconnected from the boat — use a harness. The use of a harness is only mentioned in passing in Jobson's article — and virtually written off because the crew felt it wasn't necessary. Since when do skippers pass on responsibility for the safety of their crew to the crew?

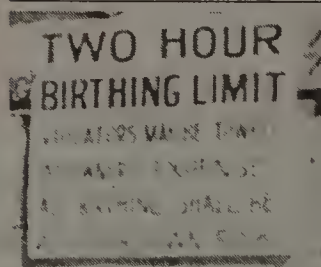
Was the obvious need for crew to be harnessed in at all times during the night not mentioned due to potential liability — or feelings of guilt? Surely Jobson and Isler know that everyone on the boat should have been wearing a harness — and owe it to the sailing community to say it.

I get a sick feeling in my stomach saying all this, as I am sure the crew of *Blue Yankee* already feel terrible and guilty about what happened, and this letter is rubbing salt in their wounds. But we need to learn from this tragedy and let the sailing community know how to prevent it from happening again.

Jim Quanci
San Francisco

↑↓BIRTHING LIMIT

Last summer, our family went on one of those Maine schooner cruises, which is sort of a sailing dude ranch. We stopped in Stonington, where the crew bought two lobsters for each



Unintentional humor is best.

passenger for the lobster bake the next day. While there, I noticed an unintentionally humorous sign on the wharf, which announced, "Two Hour Birthing Limit." I wish I could have gone there for the birth of my son, for it took almost 24 hours before he was finally in his berth beside me in the hospital!

Germaine Krase
Northern California



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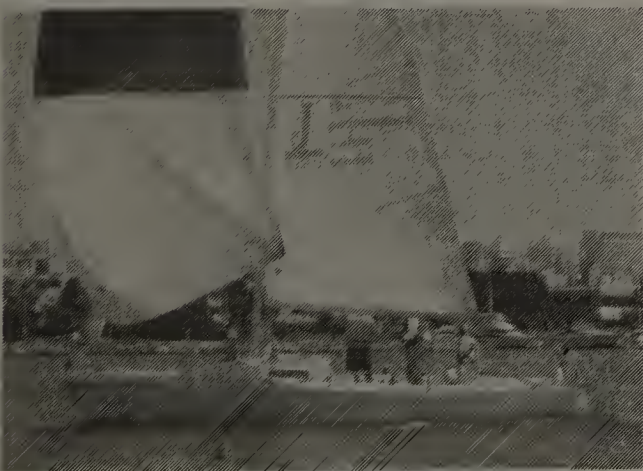
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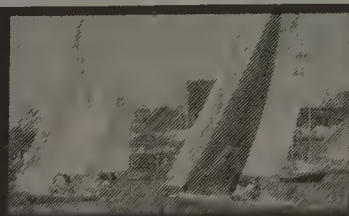


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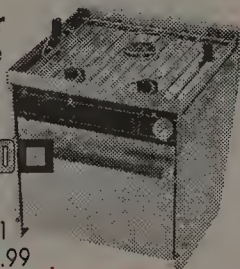
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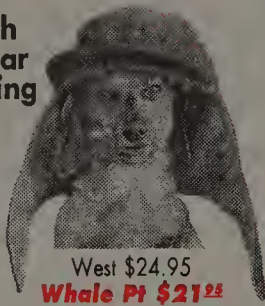
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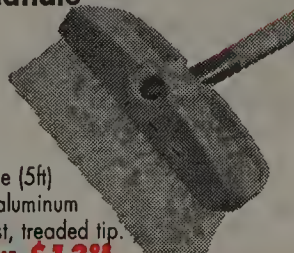


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LETTERS

↑↓LATITUDE WHAT?

Regarding the August cover: That doesn't look like the *Latitude 38* I know out on the Bay. It looks more like 'Latitude 36-24-36'. I'd be curious to know how many of your readers made the same observation, in exactly those terms.

Shelley Rogé
 Northern California

↑↓TWO GUYS, SWIMSUITS, HOBIE CAT

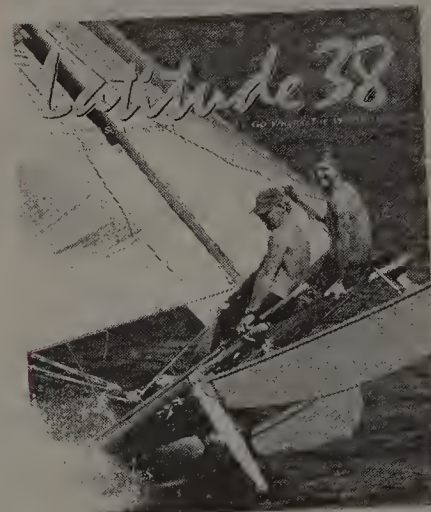
Did anyone complain about two guys in swimsuits on the September cover? Two guys, swimsuits, Hobie Cat — seems pretty racy to me. Hey wait, they're sailing!

Jon Kaplan
 Port Townsend, Washington

↑↓WHERE IS YOUR SENSE OF DECENCY?

I want to express my disappointment with your September cover photo. I understand that you might choose to put an attractive catamaran on your cover now and then, but the one on the September cover has one hull totally out of the water! Where is your sense of decency?

Max Crittenden
 Martin 32
 Menlo Park



↑↓PRACTICALLY NUDE!

Your September cover is entirely too suggestive and downright lewd. All that exposed skin! Practically nude bodies! I can't believe you have to resort to this to sell your rag. You *have* to do better, so stick to your primary subject!

Sound familiar?
 Doug Terrell
 Sandpoint, Idaho

↑↓THAT COVERS IT

It's funny what people object to. My wife Marian and I have always used *Miracle Max*, our C250 WB, as a big, floating, tanning bed. It's great to go to a warm water lake and cruise around soaking up the rays.

Back when Marian was still just my girlfriend, I was teaching her how to sail my Sunfish on San Jose's Lake Anderson. Outfitted in a bikini, she had the tiller and was having fun using the wind and rudder to get where she wanted to go. As we glided past this fellow on a Laser — who had all the competitive gear including a butt bucket — he looked at me sipping champagne with my head resting on Marian's lap, and said, "I think you're taking this sailing thing entirely too easy." Maybe that was the 'problem' with the August cover, the couple looked as though they were taking the sailing thing too easy.

P.S. I enjoy *Latitude* and read *Lectronic* on my computer every day.

Bob Bumala
 Palo Alto

↑↓IT'S ALL PART OF REALITY

I love your *Lectronic Latitude* responses to comments about the sexy August cover. I spent a number of years in advertising, so I always get a chuckle when publishers are criticized for using attractive women on their covers. I've never known a magazine to go out of business because they used attrac-



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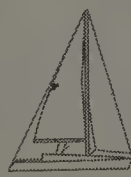


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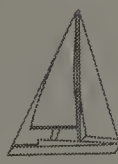
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LETTERS

tive women that way. In fact, just the opposite is true. Just look at what happened when *Sports Illustrated* started their annual swimsuit edition. Obviously, these attractive women didn't offer much in the way of sports coverage, but boy did they increase circulation. Damn that sex, it ruins everything!

I think that adventure, woman, and romance are all part of the cruising dream — and reality. Since it's incumbent upon *Latitude* to cover all aspects of sailing, I hope to see more of them.

Bob Clark

Southern Run, Wauquiez 43

2001 Baja Ha-Ha Alumni

Readers — Perhaps we've spent too much time sailing in the French Islands where it's common for women to wear little or nothing on boats, beaches, and even at lunch, but we can't get over what we feel is the ridiculous overreaction to August's perfectly innocent cover. In fact, what really pisses us off is that anybody could mistake it as an intentional attempt by us to create a sexy cover. If we wanted to do sexy, we could have done much better than that — and we intend to prove it. So if you're an attractive and fit young woman with an exhibitionist streak who would enjoy being tastefully sexy on the February cover of *Latitude*, email richard@latitude38.com. Because as Bonnie Raitt used to sing, "Let's give 'em something to talk about."

Only a couple of hours after we ran the above response in *Electronic*, we got the following email from a very tall, attractive, and shapely woman — who just happens to be blonde — who wrote, "I'll give 'em something to talk about! You can count on my support — wire-cup or padded — if you ever need it for your cover. People are too persnickety and I wouldn't want sailing to get a rap for being uptight!"

The next day we got an email and letter from another lovely woman who, despite looking very feminine, truly has 'abs of steel'. She'd make a lovely cover model also.

Then Christine Watson of the East Coast sent a picture of herself, starkers, behind the wheel of her boat, and wrote: "People are so darned uptight about the stupidest stuff. Even as a strong feminist, it never occurred to me to be offended by the August cover of *Latitude*. After hearing all the hoopla, I looked at it again, and all it did was remind me how much I miss being at the helm of my own boat on a balmy summer day. By the way, nobody mentioned the fact that there is a guy in the picture as well, wearing less than the girl, and he's sitting in a rather suggestive position to boot. The attached photo was taken in the Intercoastal Waterway somewhere in North Carolina during the third week of November. Two days later I was wearing a hat, coat, gloves, boots, long underwear — and was still freezing! But on that particular day, the temps rose into the 70s, and I began to get more in tune with the natural method of sailing my boat. After a while, my crew and I passed a boat headed in the opposite direction, with two women at the helm, wearing coats, hats and gloves. They remained frozen in place, only their heads swiveling around to stare at me as I passed. They had incredulous expressions — as if I were the one who was crazy!"

Then we got perhaps the most interesting letter. "I'm not the one for the sexy cover of *Latitude*, but I praise you for keeping life real. My husband would love me on the cover, but I prefer to keep myself for him. Nonetheless, don't let the judgmental folks make us all drones of the false and hypocritical mores."

We've received several other applications also. We don't want to exclude any potential cover girls, so the offer is still open: Again, if you're an attractive and shapely woman with a sense

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COM-PAC 25, 1997...\$54,999

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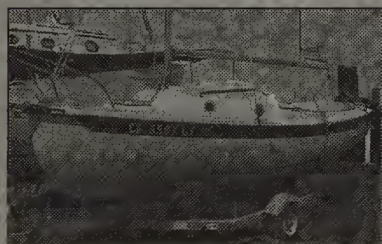
O'DAY 23, 1978...\$6,500

Great family cruiser with a trailer and a HUGE sail inventory. Two mains, jib, two genoas, and a 7.5hp Honda four-stroke! Tahoe here we come.



23' SANTANA 2023, 1994...\$9,950

Newer, fast cruiser with a main, jib, genoa, and a 15hp Mariner. Price reduction!



COM-PAC 16, 1989...\$6,750

Very clean! Comes with trailer and 4hp Evinrude. A must see.

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8' Walker Bay with Sail Kit	\$837
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14' Laser	1978 ... \$1,495
14' Lido	1983 ... \$1,695
14' Super Satellite ...	1959 ... \$1,350
21' San Juan	1978 ... \$3,100
21' Venture	1968 ... \$1,995
22' Catalina	1972 ... \$3,995
22' Catalina	1975 ... \$5,250
22' Catalina	1976 ... \$3,250
22' O'Day	1980 ... \$4,950
23' Aquarius	1971 ... \$2,195
24' MacGregor 224 ..	1972 ... \$5,500
25' Catalina	1982 ... \$11,250
27' Catalina	1976 ... \$5,250
30' Luger	1970 ... \$6,995



O'DAY 22, 1980...\$4,950

Very popular boat with trailer, main, jib, genoa and a 7.5hp Honda four-stroke.



MENGER CAT 19, 1993...\$27,500

A very high quality cat boat in excellent condition. Easy to launch and sail, powered with 9hp Yanmar 1B diesel.



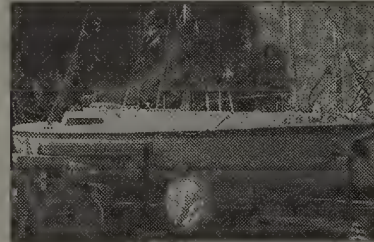
CATALINA 25, 1982...\$11,250

With trailer, main, jib, genoa. Swing keel, pop top, galley and head. Clean, good condition.



SAN JUAN 21, 1978...\$3,100

Nice boat at a great price. Trailer, main and jib, with a 4hp Evinrude.



26' CLIPPER, 1975...\$3,350

Lots of boat for a very affordable price. Comes with trailer. Outboard motor available.



MONTGOMERY 17, 1985...\$8,500

Main, jib, genoa, 4.5 hp Evinrude and bimini. Excellent condition.



VICTORY 21...\$1,850

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ROBERTS 26. Asking \$7,750. Solid kit boat offered by original owner/builder. Lots of custom wood. With trailer, main, jib, genoa and 9.9hp Sailmaster.



AMF 21...\$4,975

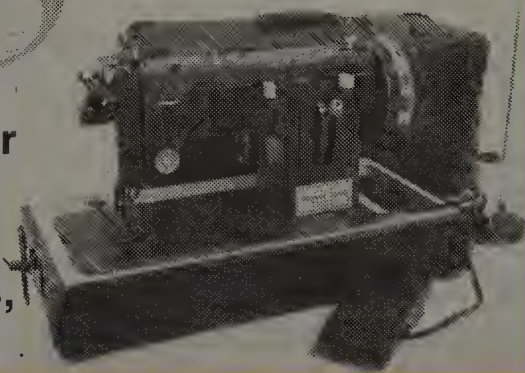
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LETTERS

of humor and an exhibitionist streak who would enjoy being featured tastefully on a sexy cover of the February Latitude, email richard@latitude.com with a couple of photos.

ETCHELLS AT ALAMITOS BAY YC

Just a quick correction to one of the items in 'Lectronic Latitude. Yes, Dennis Conner is the new Etchells 22 North American champion. However, the event was not sailed off Marina del Rey, but rather hosted by the Alamitos Bay YC in Long Beach and sailed outside the Los Angeles / Long Beach federal breakwater. By the way, this is near where Conner's Stars & Stripes America's Cup effort for the New York YC has been training — and where their new boat recently had an 'accidental grounding' — in about 30 feet of water.

The folks at Alamitos Bay hosted a fine event and should be congratulated for their continuing support of high quality one-design sailing. Note that the next big event for them is the Snipe Western Hemisphere Championships.

Wayne Rodgers
Southern California

Wayne — Our apologies to the Alamitos Bay YC, as we indeed incorrectly reported that the event took place off Marina del Rey. Our mind was on the recent Nautica Star World Championships, which had been held there.

When reading 'Lectronic, everybody needs to remember that it's hastily put together each morning in order to be as timely as possible, so there is always a chance of errors in spelling, syntax, and grammar. However, we usually get the important facts right.

CATS IN THE CARIBBEAN AND DENNIS CONNER

In your September coverage of the recent Nautica Star World Championships, you mentioned that Dennis Conner had won the Star Class before winning the America's Cup. He not only won the Worlds, but he did it with five bullets. In the September edition of Sail, Dennis is quoted as saying, "Anyone can win the America's Cup, but no one's going to win five of five races in a Star Worlds. Eighty-seven boats. It's the number-one single hardest thing to do." In 1977, Dennis did win every race, not counting the throw-out. How many people know that his crew was Ron Anderson — owner of Anderson's Boat Yard in Sausalito? Ron has dipped his feet into sailing again by purchasing a J/105 and competing in several regattas.

About a year ago we spoke on the phone about the Kennex 445 we own in the British Virgins, and the trouble we were having with charters and the company that was managing her. So we've been going 'round and 'round wondering what to do with *Whisper*. Your article about the Seiberts — who are having their Kennex 445 brought by ship from the East Coast to the West Coast — couldn't have been more perfectly timed. I sent them an email this morning to get the particulars about shipping our cat with Dockwise.

Since we're in that part of the world, I should report that mutual friends Bob and Denise Carson — who raced on *Big O* a number of years ago in Antigua — send their regards. In addition to selling and managing boats through Southern Trades and shaping surfboards, they just bought a really cool place just up the point above Tortola's Cane Garden Bay. They can see the entrance break to Bomba's.

Jim Robinson
Whisper, Kennex 445
Tortola / Northern California

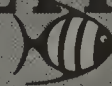
Ah-h, spring

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in massive profusion
young crustaceans longing to
make life-long attachments
warm bays bursting with budding slime
and all that grows and clings seeking
soft, weak and unprotected bottoms
ah-h, spring, time for*

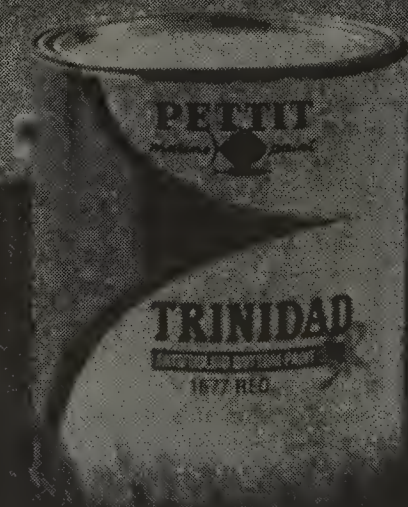
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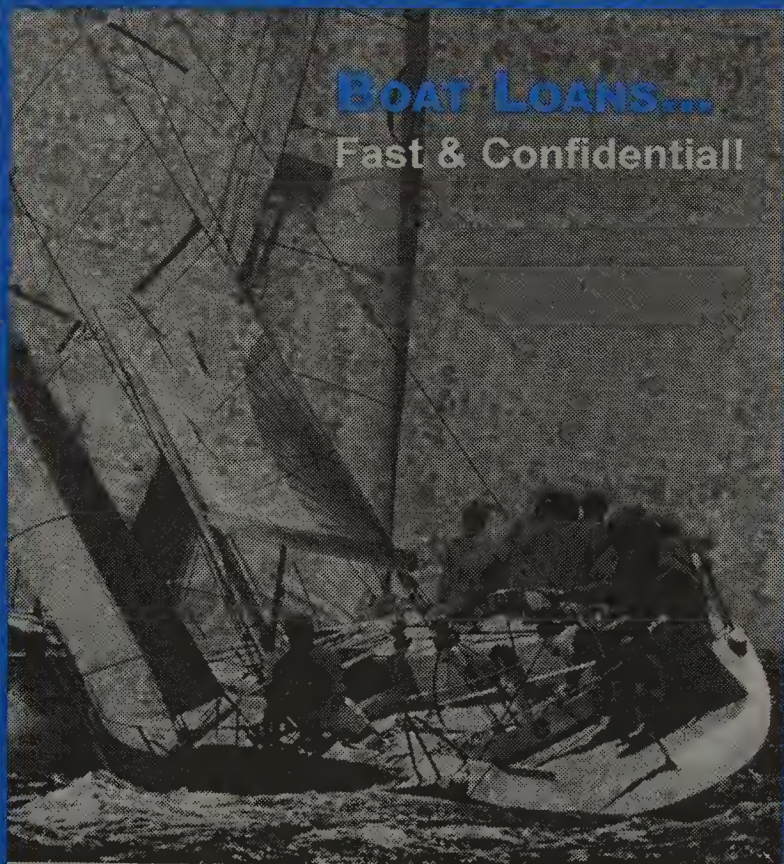
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LETTERS

THE SANTA CRUZ DEPUTY SPLICE

With great weather and personal fanfare, we cast off from our Oakland end-tie, sailed under the Gate, and turned left. We later waved hello to my son in his lifeguard station, and decided to dock in Santa Cruz Harbor since one of the things we still had to do was mark 50-foot increments on our anchor chain. Ray Kytile, our friend and mate, suggested that we eye-splice a piece of three-strand anchor line to the bitter end of the chain and then to the pad-eye in the chain locker. The purpose, as most sailors know, is to provide some shock absorption in the case our chain accidentally ran all the way out, thereby preventing the pad-eye from being ripped out of the boat, and saving 250 feet of chain and a CQR from permanently ending up on the bottom.

We realize that any mariner worth his or her salt should know how to splice lines, however, despite all our combined experience, we had never needed to whip a line or create an eye splice. Until now. So out came the knot book. It didn't look too hard, but it was a bit confusing, and we didn't want the eye-splices to fail. We made several inquiries for help, but they didn't pan out. Fisherman splice line all the time for their crab pots, but they were either fishing or had the flu. While checking in at the Santa Cruz Harbor Office, we asked if anyone happened to know how to splice. "Alex Prince knows," answered Deputy Harbormaster Steve Redfield. Deputy Prince appeared from the back office. "Where's your boat?" he asked.

An hour later both Alex and Steve showed up at our boat. We produced the project and told him we wanted to watch and learn. Alex did a wonderful job of both creating neat eye splices and taking us through the steps. We offered a remittance, but he refused. We were both amazed that the Santa Cruz Harbor Patrol would go so far beyond their call of duty. Our anchor chain is secure now, and we consider this another good omen as we continue our journey down to San Diego for the start of the Ha-Ha.

Donna Wilson and Kermit Black
Pura Vida, Explorer 45
Aptos

Donna & Kermit — We're impressed with the Santa Cruz Harbor Patrol's willingness to go beyond the letter of their job description. It's an attitude that engenders lots of friends and goodwill.

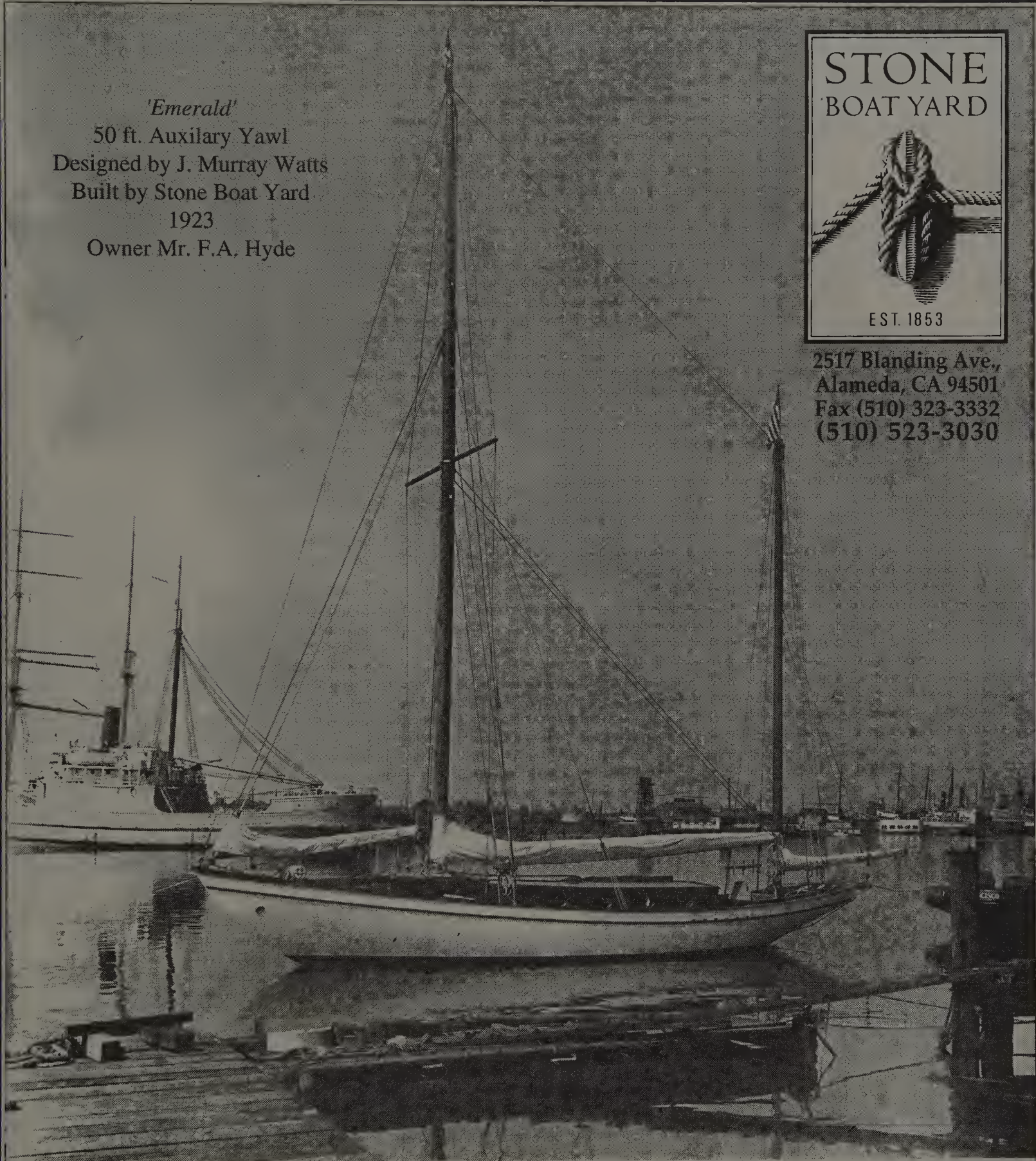
10 DAYS MIGHT NOT BE ENOUGH

I've just booked a Mooring 4500 cat for a 10-day charter next Easter out of La Paz. It will be my first visit to the Sea of Cortez. Looking at the chart and guidebook, all of a sudden 10 days seems like a very short time. How about an article on suggested itineraries for bareboat charters from La Paz?

Michael Slater
Sebastopol / Sausalito

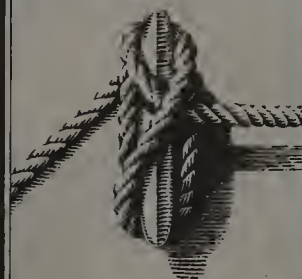
Michael — When cruising north from the La Paz charter base, you stay in a pretty narrow band, even if you go the entire 140 miles to the Puerto Escondido area. So it's not so much a matter of which places to visit, but how many you get to see and what order you see them in. We are, however, expecting to have an article on cruising the Sea of Cortez in a few months, and will touch on most of the places that you're likely to visit.

While it would be easy to spend an entire spring or fall in the Sea of Cortez, 10 days should give you enough time for an excellent introduction. On the assumption that there will be plenty of other folks with you, the Moorings 4500 cat should



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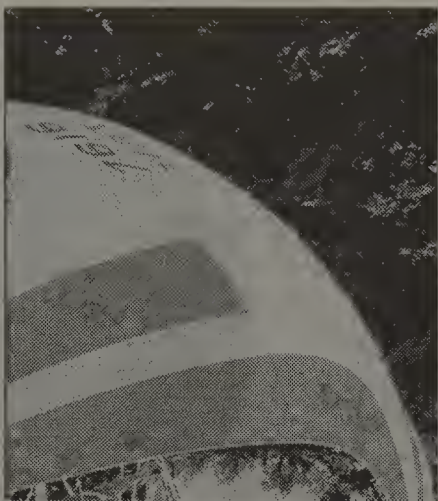


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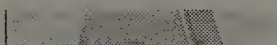
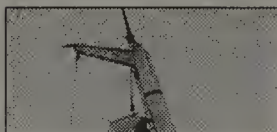
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LETTERS

be an excellent cruising platform. Easter falls on March 31, so



LATITUDE ARCHIVES

Punta Pulpito, a fine Sea of Cortez anchorage.

you've picked an excellent time of year, as the air temperature should be plenty warm but not overwhelming, and the water temperature should once again be warm enough for comfortable swimming. As such, you've got some fantastic cruising to look forward to — as long as you're not expecting towns, bright lights, restaurants and bars.

↑↓SUCH BEAUTIFUL FORM

This may be an odd request, but I would very much like to get a large copy, suitable for framing, of the terrific photo of what appears to be a Hobie Miracle 20 flying a chute with the skipper on the trapeze. It appeared on page 115 of the September issue. What beautiful form — I always show pictures like that to my crew to show the right way to trim a cat. These guys really are ready for the Worrell 1,000! Is there a way to get a digital copy so I can get it enlarged or a print?

Frank Jesse
Alamo

Frank — There's nothing odd about your request, as readers buy photos from us all the time. The one you're referring to was taken with a high resolution Nikon D-1 digital camera, so we can just send you the file. Contact Annie, our photo guru, at 415-383-8200, ext. 106 or email annie@latitude38.com.

↑↓PHOTO DAY ON THE BAY

Earlier this year I read that *Latitude* was going to set up a photoboot somewhere on the Bay and take photos of all the boats that came by. Then boatowners would later be able to get photos. Did I miss the day, or has it not yet happened?

Mike Rogers
Soledad
Berkeley

Mike — It hasn't happened, and unfortunately won't happen this year. We simply ran out of time. There are a number of sailing photographers around, however, and we're sure that you could work something out with them.

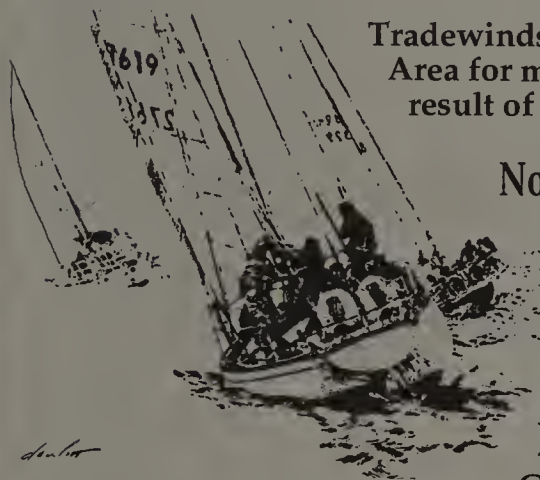
↑↓MILITARY CATS AND KO OLINA

The strange vessel Jonathan Hunt saw and inquired about in the August 21 edition of *Lectronic Latitude* could have been the 323-ft by 88-ft Australian-built HSV-X1 doing her service speed of 40 knots. The rooster tail from the four 10,000 horsepower Cat diesels driving waterjets can be 30 feet high and 100 feet long. The HSV-X1 recently completed an around-the-world mission with time in the Arabian Gulf.

Although large wave-piercing catamaran technology has come to dominate international fast ferry routes over the past 15 years — even replacing the last English Channel hovercraft — it does not exist in the United States. These ships are impressive, as they can carry up to 900 passengers and 270 vehicles. Wave piercer catamarans combine superior economics, weight-carrying capacity, reliability, and seakeeping versus hovercraft and other more traditional ships.

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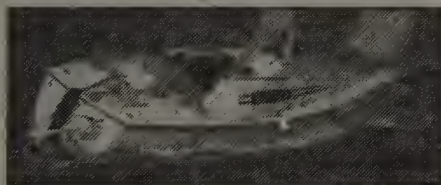
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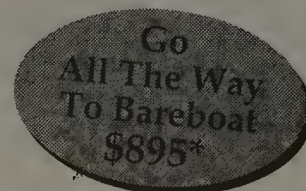
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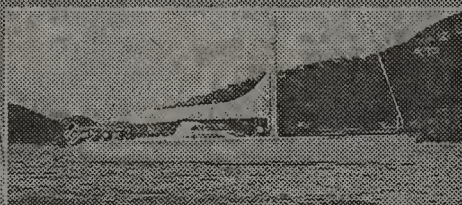
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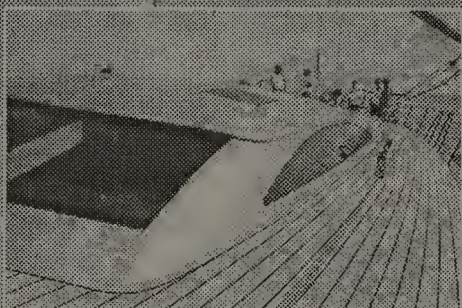


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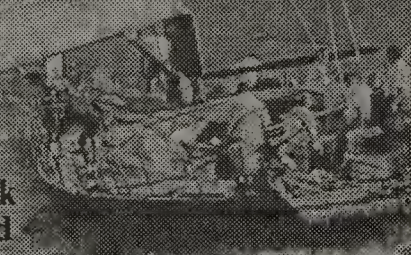
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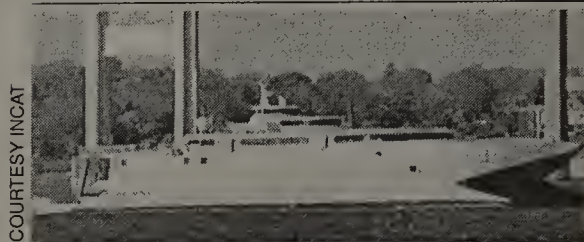
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LETTERS

There are actually two technologies the U.S. lacks to build these ships: one is the wave-piercing hull forms, pioneered by Incat, a Tasmanian firm. The second is the metal cutting, forming, and welding technology needed to form 80mm — over 3-inch-thick — aircraft grade aluminum alloy sheet into the world's largest welded structures. Don't try this at home. Bollinger Shipyards in Louisiana has licensed Incat technology, but it takes many millions in investment and substan-



COURTESY INCAT

The U.S. is trailing Tasmania in the technology necessary to build these massive cats.

tial time to construct the sophisticated 'metal bashing' equipment and capabilities. This is why our military now operates two second-

hand Australian ferry boats. In addition to the HSV-XI, there is also the 330-foot *Austral*, which is under long term charter to the U.S. military for logistical support out of Okinawa. As for the situation at the Ala Wai Marina in Honolulu, slip costs will apparently almost double under the privatization plan. Some opposition to privatization disappeared when the state announced that the doubling of slip fees would cover the cost of rebuilding the marina and getting it to break even. For the past few decades, taxpayers have been heavily subsidizing the marina.

The other big marina in Hawaii is the relatively new Ko Olina Marina down by Barber's Point, Oahu. It's drop dead gorgeous. When is the last time you were in a marina with a lava rock shower that had gold taps? In addition to being able to handle megayachts, it's also adding 170 slips and has recently organized a yacht club. On the less positive side, Ko Olina prices aren't cheap, and it's on the leeward corner of Oahu, which means it's typically a serious 20-mile beat to get up to Waikiki, and/or a looooong day or more to get around



LATITUDE ARCHIVES

Ko Olina Marina is the new alternative on Oahu.

to Kaneohe Bay. It's also a 30 to 90-minute drive from where most people live on Oahu, depending on how bad traffic is on the H-1. (Yes, the dirty little secret of 'paradise' is that it has worse traffic jams than 101.) But the Ko Olina is close to Makaha, which has better surfing in the winter — although tourist authorities and guidebooks advise not parking rental cars at 'Waianae side' beaches due to the high rate of break-ins and thefts. Nonetheless, we have always found the natives to be friendly.

Tim Dick

Eau De Vie, Beneteau 42s7

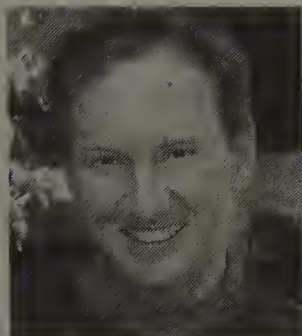
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Winning Secrets

St. Francis YC Spring One-Design Champions talk about sails.



J/105...1st: Roland Van Der Meer, *Bandwidth*

"Our North Sails have been incredibly fast and very easy to adjust to the conditions on the course. During the St. Francis Spring One-Design Regatta, we were able to tune our Norths from 30 knots to 5 knots and back again, all the while keeping our speed up."



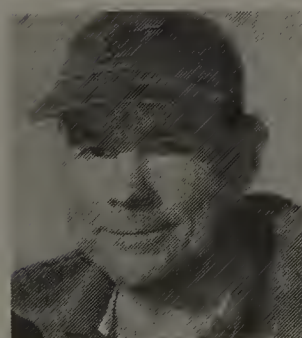
Beneteau 40.7...1st: Mike Garl, *White Dove*

"I am very pleased with the professional advice and service from the San Francisco North Sails loft in providing me with fast sails and support for the Spring One-Design."



J/120...1st: Steve Madeira, *Mr. Magoo*

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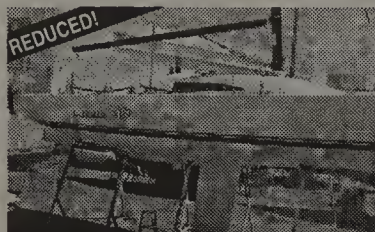
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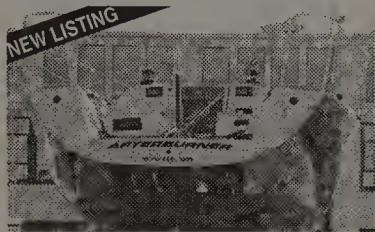
Yachts



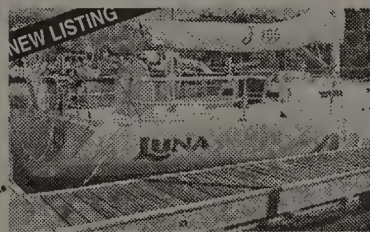
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Carbon mast, boom & pole, Yanmar 3 cyc. Saildrive, B&G race inst., over 11 sails. Race ready, priced to move! **\$115,000 Call Chris Corlett**



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Sydney 44'	2001	\$394,000
Bob Smith 43'	1985	\$57,000
Hans Christian 43'	1979	\$139,000
Sydney 41'	2003	\$249,093
Cal 40'	1964	\$54,000
Farr one design 40'	1997	\$205,000
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Sydney 40'	2003	\$294,474
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LETTERS

Jonathan Hunt's *What The Heck?* report on our ship in the August 21 *'Lectronic Latitude* had been brought to my attention. With your permission, we're going to include the above titled report on our website. We will of course give full acknowledgment to *'Lectronic Latitude*, and also include a link to your site. We in Tasmania would like to thank you for the coverage you have given to the craft.

Justin Merrigan
Public Affairs Officer, Incat Group
Hobart, Tasmania/Australia

Readers — Naturally, we gave Merrigan permission for Incat to use the item. We also asked the Public Affairs Officer to comment on a report from Richard and Sheri Crowe, who skippered Alaska Eagle to Tasmania not long ago for Orange Coast College, that the head guy of Incat had run one of the huge catamarans on the rocks during a sea trial. Here's the response we got:

"Chairman Robert Clifford is captain on all new Incat vessels undergoing sea trials. I have to say I have never before seen him described as in your email, but I will concede he is somewhat unconventional! The craft concerned was hull number 034, Condor 11, and the year was 1994. The accident really did illustrate just how well built Incat vessels are. After sitting on the reef for six weeks, Condor 11 was finally pulled clear and returned to the yard for repairs. The structural integrity of the craft and the inherent safety features of the design were proved beyond any doubt. That a ship could withstand such treatment with minimum damage impressed the shipping industry to no end. Today we are up to hull 060 and Robert can still be found at the helm of each new vessel constructed."

↑↓SLOWEST CIRCUMNAVIGATION

Bill Healy, who had a letter in the September issue, was walking through my marina a few days ago, and remembered being on my boat in Mexico 25 years ago. So we spent two hours talking about mutual acquaintances we have met in far-flung places. Healy has been cruising continuously for 23 years, with flights home about every five years. His boat is currently at the Pedro Miguel Boat Club inside the Panama Canal, and he's about to sail down through Ecuador. I don't know how much longer it will take him to complete his circumnavigation, but unless he has already done that and didn't mention it, he may soon set the record for the slowest continuous circumnavigation.

Although I'm in my late 70s, I'm getting that ocean itch again, so we'll be heading south to Mexico again this winter. We're going to break it up so we only have one overnight on each passage, so we're not going to be able to keep up with you folks in the Ha-Ha. This time we'll spend our time on the Baja side, as the mainland is a little hot and muggy for our taste.

Ernie Copp
Orient Star, Cheoy Lee 50
Long Beach

Ernie — We know several couples who took almost 20 years to do a circumnavigation, but 23 and still counting might well be a record. Does anyone know of a longer one?

We hope you have a wonderful cruise this winter. In consideration of your many years of cruising and previous participation in the Ha-Ha, Lauren Spindler, the Ha-Ha's Head Honcho, tells us that she's making you an honorary member of the 2002 fleet. She hopes that you cross paths with Profligate this

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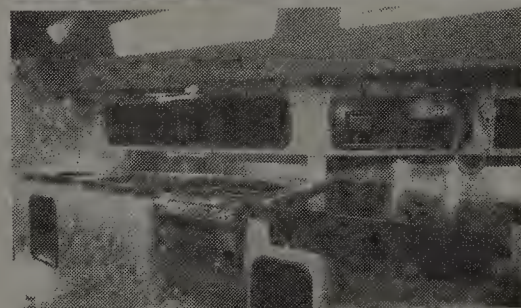
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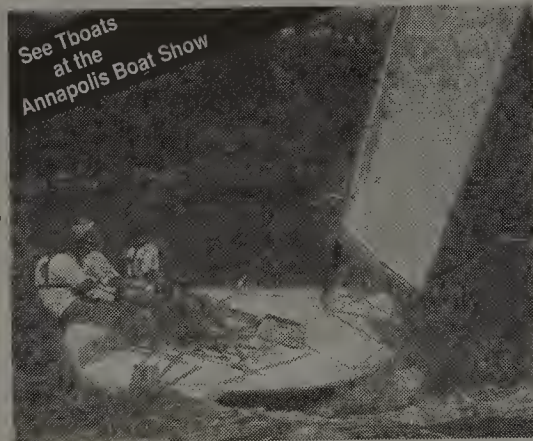
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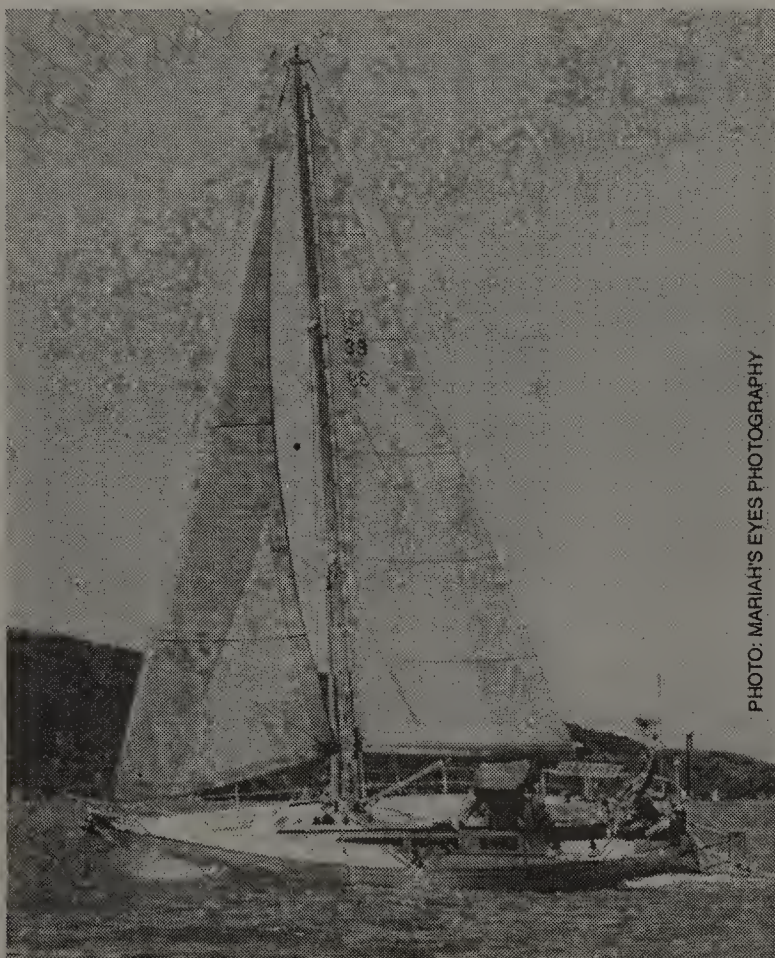


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DuFour 39CC Passion

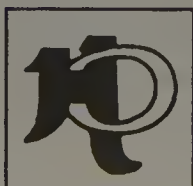
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LETTERS

fall so you can be presented with all the normal Ha-Ha swag.

↑↓RADAR DETECTORS

In the September issue the question was posed whether automotive-type radar detectors could detect ships. The answer is an unqualified maybe.

The problem is with the operating frequencies. Higher quality automotive-type detectors are tuned to those type of radars, which operate in a different frequency range and different mode than radars found on ships. The higher quality devices probably won't work as well as ship detectors.

Lower quality automotive detectors are simply broadband detectors, and will respond to just about anything — even your own radar — over a broad range of frequencies and modes. Because they are broadband, they are also wide open to noise, and have a hard time telling the difference between a radar signal and just random noise. In order to reduce the number of false alarms, the detection threshold is therefore set rather high. The result is that they don't detect until they get a very strong signal.

The other problem is that automotive-type detectors are non-directional. Even if we assume they infallibly detect, one can't tell where the signal is coming from. That may not be a problem far offshore — at least you might know someone is around. Close inshore there are so many radars banging away that the detector would be in constant motion.

My opinion is that using such automotive-type detectors could give a false sense of security. If they did detect, it would

LATITUDE ARCHIVES



When it gets this foggy, we'd rather have radar than a radar detector.

probably be too late to react, or conversely, they would detect so much they would be ignored — like the proverbial cry of 'wolf'.

Having 'been there', I can assure you that I wouldn't trust my boat or my life to gadgets. There's no substitute for a good pair of eyes!

Tom Daggett
Sandpiper, Catalina 42 Mk II
San Pedro

Tom — And when it's foggy, there's no substitute for a good radar. Early last month we had to pass in front of the ports of L.A. and Long Beach during a thick fog, and with all the horns going off, we would have jumped out of our skins without radar. Sometimes we couldn't see very large ships until we were less than 250 feet away. Reliable radar and GPS, what greater blessings could mariners have wished for?

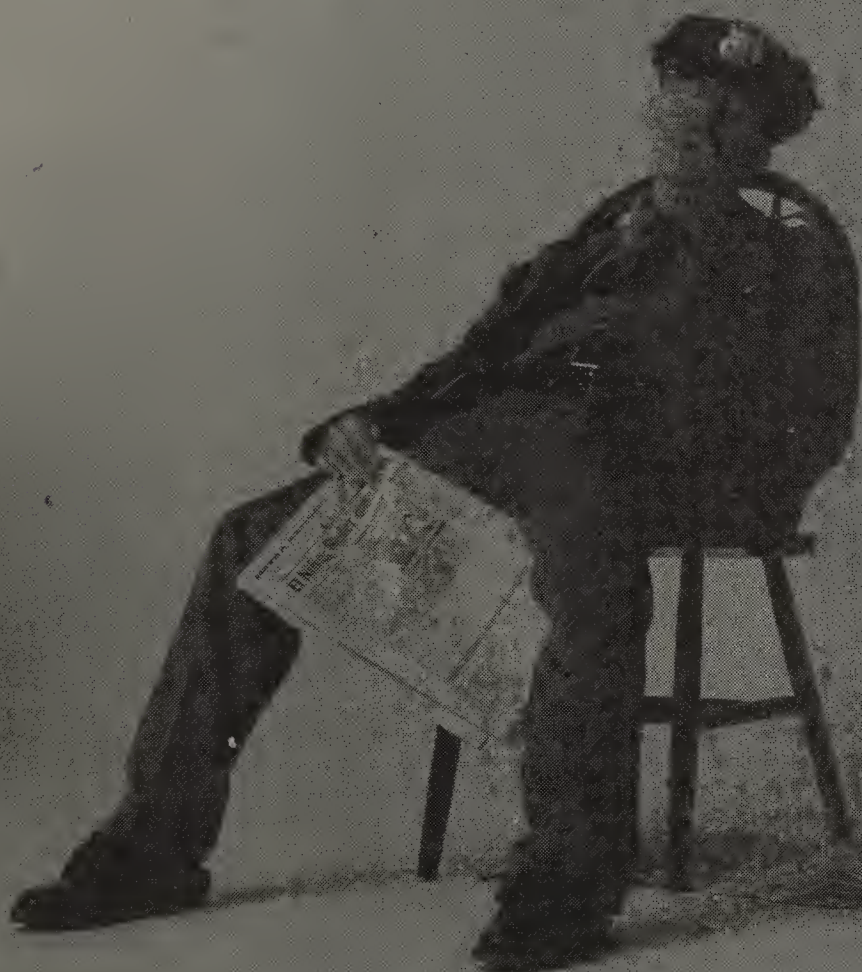
↑↓THE LAW DOESN'T APPLY

I just read the September letter by Jon Jones about his confrontation with the sheriff in the Delta who claimed that it was illegal to sit on the tubes of an inflatable. It seems as though one piece of 'jail house lawyering' deserves another!

Since Officer Dugger bases his objection on subsection a) of Section 655 of the Harbors and Navigation Code, and since Jones and his kids were not riding on the transom. Officer

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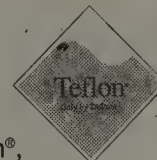
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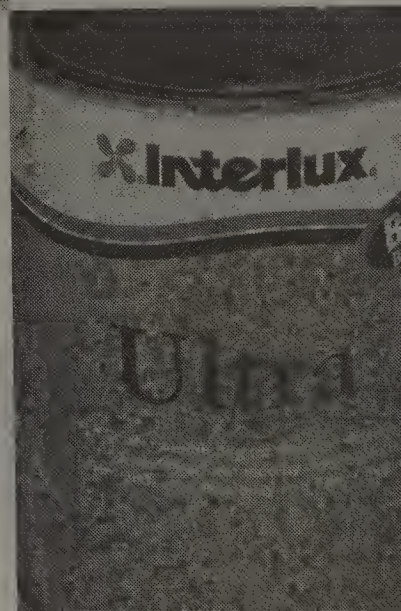
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LETTERS

Dugger must have been objecting to their riding on the gunwale. What is a gunwale? After checking the following references — Chapman, *Piloting, Seamanship and Small Boat Handling*, 2) Webster's *Seventh New Collegiate Dictionary*, 3) Funk & Wagnalls *Standard Dictionary, International Edition*, 4) Royce's, *Sailing Illustrated*, 5) Roland Denk, *The Complete Sailing Handbook* — gunwale is consistently defined as where the top plank of the hull where the deck meets the hull. The name derives from the old sailing ships, where muskets were set on the top plank of the hull to steady them — thus the gun plank (wale), which became gunwale.

It seems that Officer Dugger has not only stretched the point of the law, but also 'skinned his ignorance'. At exactly what point would he say that the deck meets the hull of an inflatable, thereby defining the gunwale.

I don't know about the rest of *Latitude* readers, but I drive my inflatable on the starboard deck — not the floorboards — so therefore the law doesn't apply to me.

P.S. Great magazine — I read it cover-to-cover every month, then pass it on to others!

Tom Daggett
Sandpiper, Catalina 42 Mk II
San Pedro

Tom — Historically, one of the biggest sources of friction between law enforcement and mariners is when officers don't have any boating experience or knowledge. We suspect that's the case with Officer Dugger.

↑↓ TUITION AND TRISTAN

Virginia, my wife, and I have been doing the 'six months of cruising, six months back home' routine. Right now we're home in Modesto building up the 'boat units' and 'book units', the latter for our daughter's tuition to UC Santa Barbara — parteeeee!

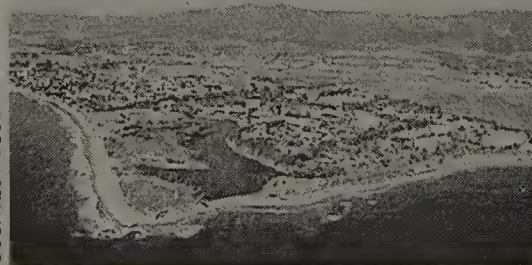
Anyway, in the middle of the hot summer here in the Central Valley, I began reading the books of Tristan Jones for the first time. Amazing! I had to reserve *Ice*, as I guess other people had the same idea for cooling down as I did. In any event, it was great reading, and he began several of the chapters of his various books with sea chanties of one sort or the other, often very risque ones. Virginia just loved it when I'd read them to her. Do these qualify as poetry?

Cap't Rob and Virginia Gleser
Harmony, Islander Freeport 40
Alameda / San Carlos, Mexico

Cap't Rob — Yes, those risque sea chanties that your wife loves so much would qualify as poetry — and would therefore be banned from the pages of *Latitude*. It doesn't surprise us

that Jones would include them in his books, for when we knew him he was quite the lecherous fellow — even though he was no longer in the best of health.

By the way, we attended



COURTESY UCSB

UCSB: How is anyone supposed to study at a party-perfect campus like this.

UCSB during the mid-'60s, and between surfing at Campus Point, burning down the Bank of America Branch at Isla Vista,

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Do you dream of getting away from the rat race while you're stuck in traffic? Does watching palm trees sway in a tropical breeze sound more interesting than the Sunday morning news shows? Would you rather discuss the relative merits of the anchorages at Bora Bora and Huahine than your neighbor's hot stock tip?

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Sound too good to be true? Here are just a few of the comments we've received from SetSail-MaxSea users around the world.

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"There is no comparison: SetSail-MaxSea is miles ahead." Will

"We love the SetSail-MaxSea software." Ellie

"Thanks for your INCREDIBLE customer service." Mark

"Absolutely love it." John

"I am really impressed." Drew

"The support and website tips are something you can't get anywhere else." Rick

"The installation process was simple...Runs flawlessly." Bill

"Fantastic. Really works well. It was better than expected!" Alan

"This is cool stuff!" Gerard

"Thank God for MaxSea." George

"Works wonderfully. It's a piece of cake." Pierre

"Your manual is the best I have ever seen." Richard

"The graphics are wonderful. Installation was simple. I hardly had to do anything!" Harry

"There is nothing like it." Hamilton

"I am very impressed with the customer support. Great job!" Tom

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LETTERS

critiquing actor Michael Douglas in student plays, and attending a few classes, we managed to party as much as the next student. However, you might caution your daughter that things have changed at the party-by-the-sea university, as it's apparently become much more of an academic challenge.

⇕LUCKY LADY

In the September issue, the Kettels wrote to ask if anyone knew where to get a video of the movie *Lucky Lady*, in which their previous boat had been featured. I couldn't find a video anywhere, although I did find a 16mm copy for sale on Ebay. I'm sure it could be converted to tape for a pretty reasonable price. They'll find the film at <http://cgi.ebay.com/ws/ebayISAPI.dll?ViewItem&item=1559758987>

Steve Dyrdaahl
San Diego

⇕BOAT PARTNERSHIPS

Sometime in 2001, somebody wrote in asking about boat partnerships. In your erudite answer, you said that *Latitude* has previously published a sample contract, but you couldn't remember when. My question is did you ever find it? I would very much like to get a copy.

I ask because my 20-year-old son has a 23-ft sailboat that he sailed through Turkey and Greece, but can't quite afford on his own. But he has several potential partners willing to buy one-third shares. (He was disappointed to learn that there could only be three one-third partners in any deal.)

Chris Geankopolis
Medford, Oregon

Chris — We couldn't find the partnership agreement that we'd run before, so we suggest that you contact Nolo Press, because they specialize in that kind of thing. One caution, though: partnerships between folks who are young and short of cash often turn out badly. You might suggest that your son take six months off and bust his butt working so he can remain the sole owner.

⇕DISMASTED

I thought the readers might like to hear about our dismasting on the Bay.

We — Darrel Jones and myself — headed out of Richmond on the morning of August 29 aboard the chartered Newport 30 *Chocolate Float* intending to watch the Tall Ships Parade. Conditions were lively, with a big chop. By the time we approached Raccoon Straits, we were overpowered, so we made for the lee of Angel Island to get some shelter. While on a close reach, we proceeded to put a reef in the main. The wind was still howling behind the island, but the chop wasn't quite as bad. When we began to furl some of the jib, there was suddenly a loud bang and the mast fell into the water! The bang came from the backstay parting. Although the mast went over the side, it was still intact, and the boom was still aboard the boat.

Fortunately, the mast angled away from the boat, keeping the spreaders from holing the boat. My thanks to the large sloop — I didn't get their names in all the excitement — that stood by and offered us a tow. I declined the tow, fearful that the mast might become unstable. I didn't think our situation was dire enough to issue a *mayday*, but the other boat did.

The first thing Darrel and I did was haul the main aboard and get it secured to the boom. A few minutes later, the Coasties showed up in a motor lifeboat and put two of their men aboard to help. They weren't much help clearing the



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1986 Fraser 51 Big, beautiful, custom boat, exceptional condition. \$298,500



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1985 Hylas 42
Fast cruiser by Frers. \$149,500



1985 Passport 42 Very well equipped, many upgrades, nice interior. \$198,500



1998 Wauquiez 41S One owner, gorgeous cruising yacht. \$269,500



1976 Valiant 40 one owner for the last 17 years! \$119,900



1989 Valiant 40 Rare find, fully outfitted for cruising. \$219,000



1978 Valiant 40 Clean boat, many recent upgrades. \$119,500



1987 Tashiba 40 Beautiful design, one owner, condition excellent. \$189,500



1985 Nauticat 40 Very nice condition, all-season cruiser. \$189,500

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* 1997 Wauquiez 54 PS	765,000	2000 Valiant 40	449,000
* 1997 Valiant 50	693,000	1981 Valiant 40 PH	SOLD
* 2000 Wauquiez 48	339,000	* 1981 Valiant 39	104,000
2000 Malö 45C	621,000	* 1986 Wauquiez 38 MkII	111,500
* 1995 Wauquiez 45 Cat	225,000	1983 Malö 38	\$119,00
1996 Valiant 42	SOLD		

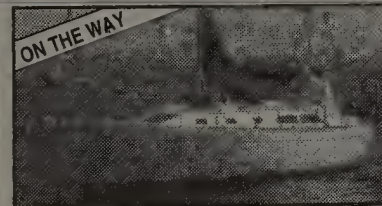
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1984 Southern Cross 39
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1983 Wauquiez Hood 38
2 owner. Rare MkII. \$122,000



1978 Valiant Esprit 37
Offshore ready. Nice. \$114,500



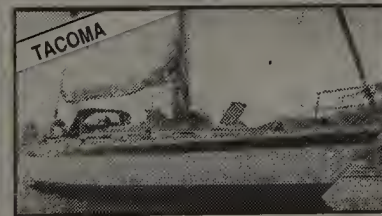
1984 Reliance 37 Bob Perry design immaculate one owner yacht! \$104,900



1990 Peterson 36
Beautiful teak interior. \$75,000



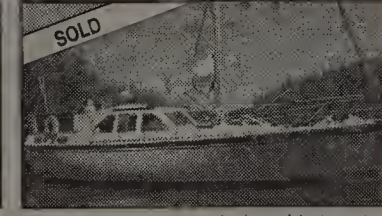
1984 Wauquiez 35 Pretorian
2 owner. Rare shaft drive. \$67,900



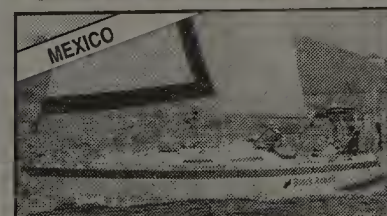
1982 Wauquiez 35 Owner spent over 20k in upgrades. \$89,900



1983 Wauquiez 35 Pretorian
Lots of gear. Nice! \$84,900



1993 Nauticat 35 Unbelievable interior, spectacular condition. \$159,900



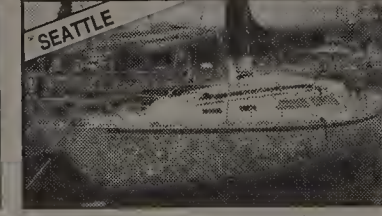
1981 Wauquiez 33
Loaded and ready to go! \$62,500



1982 Newport 33
Nice gear, clean! \$35,900



1977 Valiant 32
Lots of offshore gear! \$62,900



1985 Islander 28 Perry design, nicest one around. \$29,500



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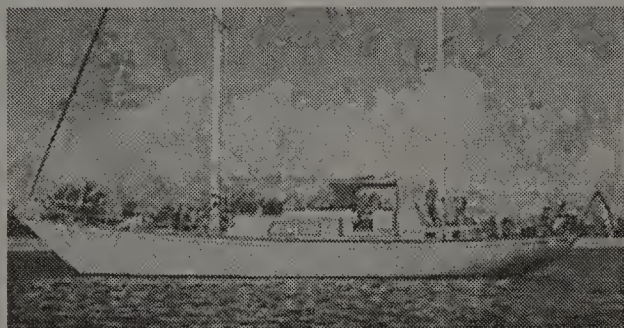


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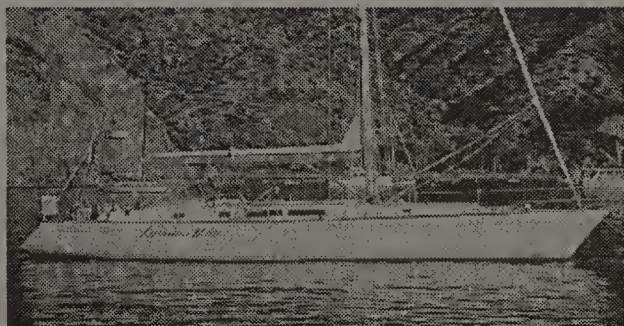
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LETTERS

rigging, but four more strong arms were great for the final heave to bring the mast back aboard.

By this time we were rolling heavily on the swell and rapidly drifting down on the Southampton Shoal platform. Hustling, we got the jib and all the lines aboard, and started the engine just in time. Then the MLB came by, and after several attempts were able to retrieve their crew. Motoring back to Richmond was uneventful.

Later on we visited iwindsurf.com to see what the winds had been. According to that site, one gust at Crissy Field at 12:15 — about the time our mast came down — that went off the scale of 50 mph. Angel Island recorded an average of 40 mph from noon until about 2 p.m.

Overall, I think we were quite lucky, as we sustained only skinned knuckles, and the boat had only two slightly bent stanchions. There didn't appear to be damage to either the sails or mast. But we did miss the Tall Ships. We were glad to have the Coast Guard around, for if the spreaders had punched a hole in the hull, we would have needed them in a hurry. Thanks guys!

Mike Miller
Glen Ellen

Readers — Unsure of when to broadcast a mayday — or one of the other two radio alerts? See this month's Sightings.

↑↓THE PRICES IN MEXICO CAN 'TIER' YOU UP

Dang, I always thought the reason that Mollie Stone's was soooooo expensive was that she had visited Cabo San Lucas and stumbled across Aramburo's or Mercado Sanliz. Read me lips matey: \$5.73 U.S. for a quart jar of Best Foods Mayonnaise in the Sanliz. Or how about \$6.11 for a small box of Post Raisin Bran in Aramburo's. Just because most Mexicans hate *pepinos eschebeches* (pickles) doesn't explain \$4.20 for a small jar of dill spears. Both stores sell fuerte avocados for a dollar each. They charge these prices because they can get away with them. "Hell, we're in Mexico, whaddaya expect?" roars a semi-inebriated captain of a yacht with more square footage than my house. He then peels off a thin stack of 500 peso notes to pay for a small cart of groceries.

But on the other side of Cabo, down a dirt street just a stone's throw from the old Faro Viejo Trailer Park, is the other Sanliz market, the one where the Mexicans go to shop. But even that's not the least expensive. When I lived in Cabo, I found that I could save money by shopping in La Paz — a 200-mile trip.

As is the case in Mexico, there are several tiers of markets in the United States. I shop at Henry's Marketplace for fruits and veggies, and shop using grocery cards at Ralph's and Von's. About the only thing that's cheaper in Mexico than the United States these days is rent, fruits and vegetables, and labor.

I feel more than sorry for the Mexicans, especially the poor ones in the interior or way down south. Can you imagine paying one-quarter of a day's salary for a Coke? Or half a day's wage for a gallon of gasoline?

David Eidell
La Manzanilla, Jalisco

David — Bicycle riding can also be cheaper in Mexico. Having ridden our mountain-bike at Catalina for a week, we later learned that we were supposed to have bought a permit for \$50. It doesn't matter if you ride for 10 minutes or 10 days, the permit is \$50! For once, we broke the law and we won.

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LETTERS

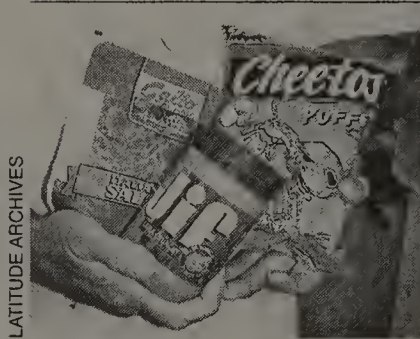
FOREGO THE POTATO CHIPS, BACON AND SALAMI

My letter is in response to Michael Sutherland and Jennie Cobell's letter in the August *Latitude*, in which they claimed that food costs more in Mexico than in the United States.

First of all, each of the towns listed in their letter about where they recorded food prices is a town more heavily populated with, and visited by, North American ex-pats, retirees and tourists than Mexicans. They don't live on the local economy and don't 'eat what the Mexicans eat.' Furthermore, almost every item mentioned in their letter is imported, and probably even the bread and cooking oil was foreign made. Only a very small segment of the Mexican population — even on the mainland — can afford to buy imported products or shop in the *supermercado* — which means those stores can't sell the volume that a Safeway can, and therefore must pay (and charge) a higher price for them. These stores were created for the very small and elite middle and upper classes. The tourist takes them for granted.

I'm sure if Michael and Jennie were Mexican, were fortunate enough to own a store in any of the towns they mention, and watched thousands of well-dressed, well-fed, healthy U.S. citizens come to their town via airplane, late model car or private yacht year after year, knowing they were going to spend at least a few weeks, if not a few months or years, vacationing/cruising — with all that usually entails, meaning eating and drinking lots of expensive (to them) food/beer/liquor — they too would charge the highest price these goods can command. They don't care what it costs you to buy these products back in your home town. Why should they? If you don't like the prices, stay home and shop.

Instead of complaining about how much it costs them to



Buying imported American junk food in Mexico is a cruiser budget-buster.

consume imported products in Mexico, Michael and Jennie should forego the potato chips, bacon, salami, "American ham," and peanut butter — or bring it from home where they can buy it cheaper — and start buying and eating in the local markets, where the overwhelming majority of Mexicans (the indigenous, the working class and the poor) shop.

The markets would love to have the business, they'd meet the average 'Jose on-the-street', and they'd learn a lot. In fact, they'd discover the 'real Mexico'. They might also start reading some history and economics — bone up on NAFTA and globalization — to understand just why it is that we Americans have so much and the Mexicans have so little. And why the gulf continues to grow wider.

Roxann Daily
Valléjo

EU RULES ARE NOT SO SIMPLE

The answer to the Tylers' question about regulations for U.S. boats in Europe is not as simple as the response from the Zupans suggests. One reason is that the European Union is still at the 'Articles of Confederation' stage — the equivalent of our 'Philadelphia Convention' — which is now going on in Brussels. It just so happens that Brussels is the capital of the European Union — and my hometown.

There are three aspects to the Tylers' question: boats, people, and 'in transit' imports.

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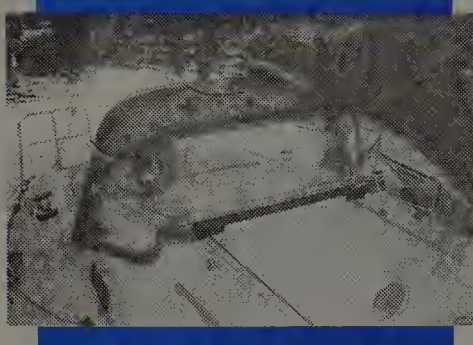
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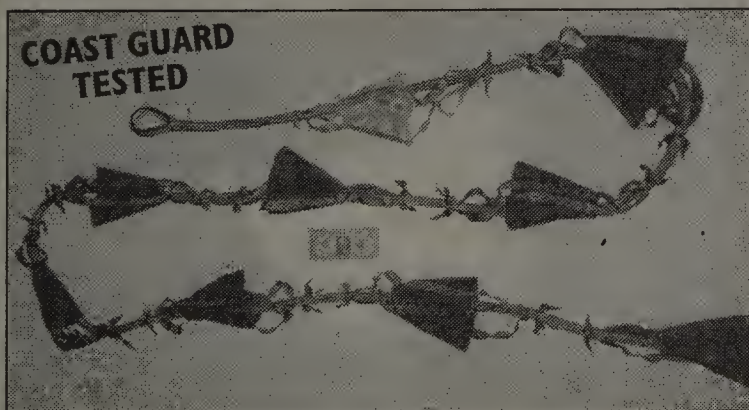
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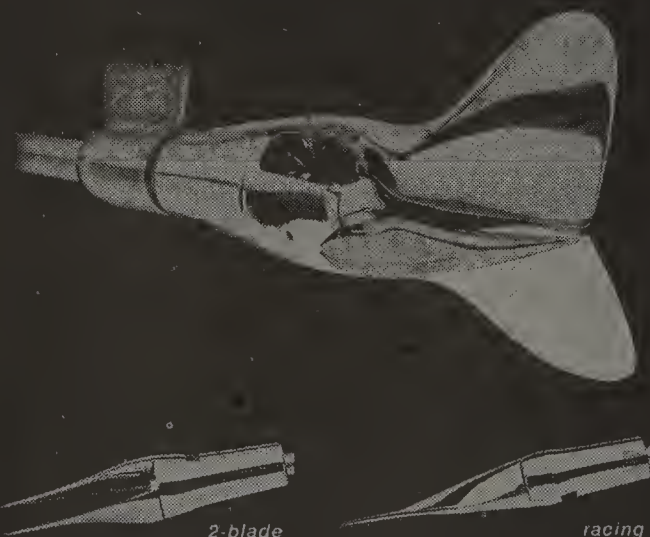
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Boats — The Tylers indicated they intended to buy a boat in Europe. In that case, VAT (Value Added Tax) has to be paid upon purchasing a boat in Europe. However, this VAT can be refunded upon proving export to a non-EU country — provided that it's done in a reasonable amount of time. If, however, the Tylers come from the U.S. to the EU on their own boat, their best bet would be to pay the VAT on their boat at Horta in the Azores, which has a lower VAT rate than continental Portugal and the other EU countries. I was told that a good agent there could 'negotiate' the value on which the tax was calculated. Having once paid the VAT, there would be no restriction on the time they could spend in EU waters.

People — In 1995, five EU countries signed the 'Schengen agreement' suppressing border controls between themselves. Others have since joined, so now there is no more control on people traveling between Austria, Belgium, Denmark, France, Germany, Greece, Iceland, Italy, Luxemburg, the Netherlands, Norway, Portugal, Spain and Sweden. In principle, the stay of non-EU residents is limited to 90 days in a six-month period, but an extension could easily be obtained at the nearest Foreigners Office.

(You may wonder what the hell Iceland and Norway, who are not members of the EU, are doing in this list of countries that have eliminated border controls. The Nordic countries had a border free-passage agreement before the creation of the EU, and it remains in place. Besides, we don't expect all that many Icelandic or Norwegian terrorists).

In transit import — It's possible to get one of these, provided that you can clearly demonstrate that you are going to leave the territory of the EU, not just going from one country to another — just as you couldn't obtain it here if you were going from California to Oregon. It would be simpler to get your 'in transit' stuff in places like Gibraltar or Malta, although I'm not familiar with the red tape in these two places.

On a completely different tack, I wonder why Capt. Earl put out a *mayday* after his boat was dismasted. The correct thing to do would have been to issue a 'Pan'. The Coast Guard and the nautical media don't seem to insist enough on the three degrees of emergency: 'Sécurité', 'Pan' and 'Mayday'.

John Somerhausen
Pampero IV, Columbia 8.7
New York

John — We're not experts, but when it comes to avoiding paying VAT in European Union countries, we understand the most common practice is to briefly take the boat to a non-EU country. The most popular seem to be Gibraltar, Malta, Turkey and Tunisia. We don't know of anybody who has sailed their boat from the United States to Europe who actually paid VAT.

You're correct, there are three specific terms to be used for different levels of emergency. Maydays should be reserved for immediate life-threatening distress — such as your boat rapidly sinking or somebody having fallen overboard at night. Pan-Pan — pronounced 'pon-pon' — is to be used when there is an emergency that is not quite so urgent. Perhaps a vessel at sea has lost its steering or someone has taken quite ill. Sécurité is to warn of things like the approach of bad weather or that an important navigation light is out. In other words, the three levels are for going to die really soon, could develop into a situation where somebody might die, and something is coming up that might create a situation where somebody's life might come into danger.

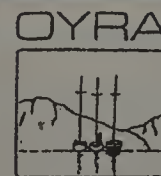
↑↓ **U.S. TO PROSECUTE AMERICANS WHO VISIT CUBA**

I recently heard from a sailing friend in Florida that the

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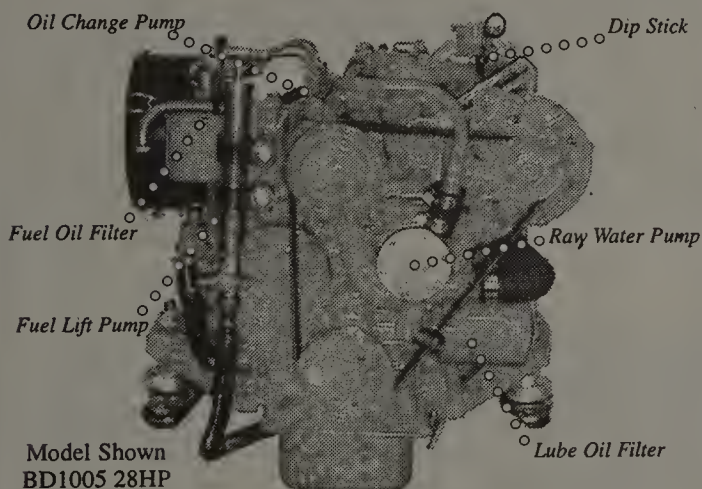
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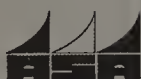
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LETTERS

U.S. government has begun a push to prosecute several thousand Americans who have sailed to Cuba during the past couple of years. Do you know if there is any truth to this?

Jay Marlow
Citrus Heights

Jay — There is some truth to it. During the Clinton Administration, the government just looked the other way. The Bush Administration — we think counterproductively — has decided to get hard-ass about it. They've apparently sent notices to thousands of people who sailed to Cuba, asking them to somehow prove that they didn't spend any money to get there or while there. The last we heard, hardly anybody was offering proof or paying the fines, and that it was all sort of in limbo.

This would not prevent us from taking our boat to Cuba again, as we would carefully create a paper trail to best document how we were making the trip without spending any money there. Americans, as you probably know, aren't prohibited from travelling to Cuba, however, spending money to get there or while there is considered "trading with the enemy," which is a crime. The problem with the paper trail, of course, is that it's hard to prove a negative.

↑↓WHICH CAT DO YOU SUGGEST?

You have been 'selling' cats for years now, but it was your "anything that a trawler can do, a cat can do better" response to a letter in the last issue that finally sold me.

My question is how do you decide on which cat. As I seem to remember, you said that a cat needs to be 40-feet or more for safe ocean passages. Can you please suggest a make and model? Is there a good book or article somewhere that is not a sales pitch for a designer or manufacturer?

I think a 'great trawler cat' needs:

- good sailing and safety features
- a great galley
- at least one extra suite for guests
- a large cockpit and large table for many guests
- an office

I would appreciate your thoughts.

P.S. Thanks for all the years of providing a great social event every month. The covers even get better; August was outstanding!

Dick York
Northern California

Dick — Chris White's *The Cruising Multihull* covers all the basics, although we feel it's becoming a little bit dated. In it, White notes that he and most other multihull designers believe that 40-feet is pretty much the minimum size for offshore sailing. There are plenty of exceptions, of course. Michael Beattie and Layne Goldman sailed their 34-ft Miki G from Santa Cruz to Panama and up to Florida. And the Winship family regularly write in from the Crowther 33 Chewbacca, on which they've been cruising for two years. But we personally aren't going offshore in anything less than 40 feet.

Trying to pick out a cat for somebody else, is like trying to find them a wife — doomed to failure. Generally speaking, however, our priorities would be maximum length and bridgedeck clearance, and minimum weight. That's for an offshore performance boat. If maximum performance isn't that critical, and the boat will only be used in the Bay, Southern California and Mexico, length, weight, and bridgedeck clearance aren't quite as critical. For maximum maneuverability and redundancy, you'll want a cat with two diesels, which should allow the boat to cruise at eight knots or more. The boat should

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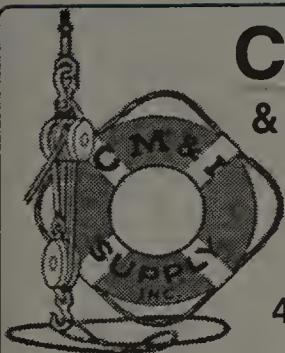
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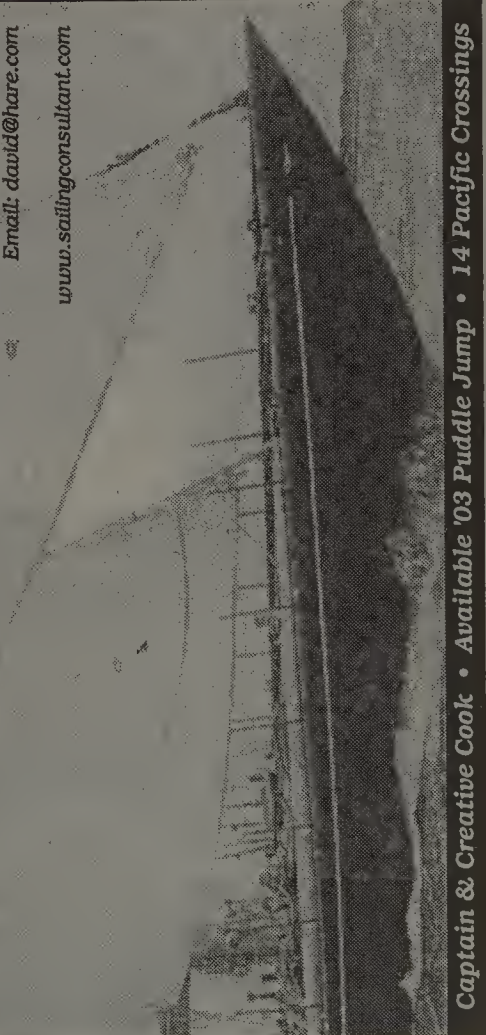
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LETTERS

be able to be driven from inside, even if by using the autopilot.

If you're really serious about a cat, you should probably fly to either St. Martin or the British Virgins to walk the docks and see what appeals to you.

The bad news is that even production cats were never cheap. The good news is that there are now enough used ones that the prices have dropped significantly. For example, for \$150,000 to \$200,000 you should be able to find a good 42 to 45-footer — which has the same space as about a 60-foot monohull.

By the way, when we say "a sailing cat can do anything a trawler can, and better," we really mean it. Except look good. There are lots of aesthetically pleasing trawlers, but not many handsome cats. It's the nature of the beast.

↑↓BOYCOTT MEXICO?

I disagree with your response to Barry Johnson's letter, in which he said he would be willing to boycott Mexico if it helped solve the clearing in and out process. Irrespective of whether Mexico's regulations are a consequence of ignorance or animosity, the fact remains that nothing will change unless the country sees a drop-off, or the real threat of a drop-off, in the number of boats cruising their waters. When the Mexican authorities see yet another fleet of a couple of hundred Ha-Ha boats organizing for their sojourn, it only serves to reinforce their notion that nothing's wrong. You guys represent the biggest and most visible mass of cruisers, so it only tends to follow that the Ha-Ha event is the biggest culprit in the status quo of this whole mess being preserved. Call it off! Send the Mexican government a message, and send it now. If things change for the better, call it back on again. Otherwise, let individual boaters decide for themselves, at least for the upcoming season.

My wife and I cruised Mexico in '96, '98 and '00, and the thought of once again putting up with what we encountered during our last trip — especially on the mainland — is off-putting to say the least. The absurdity of Chacala — a safe anchorage for maybe five boats — being called a port while Turtle Bay is not is incomprehensible. I spent some time chatting with Victor, a well-known ships' agent in Cabo San Lucas, and he simply shook his head in agony over the situation. Worse, he indicated that Mexican Immigration is now seriously considering duplicating the *Capitania de Puerto's* clearance process by also collecting fees at each port. Can you imagine four separate visits to Banamex at each port?

John Rainey

Mariposa

Huntington Beach

John — We can't call off the Ha-Ha because it's an entirely separate company that has been completely independent of Latitude for a number of years. But here's what Lauren Spindler, the Ha-Ha Honcho, had to say in response to your call for a boycott:

"You greatly overestimate the number of boats in the Ha-Ha, as there have never been more than 106. The Mexican government hardly knows that the event exists, because there are no port captains at our first two stops of Turtle Bay and Bahia Santa Maria. By the time we get to Cabo, our boats are a drop in the bucket compared to the sportfishing fleet, and our participants barely noticeable among the hordes of regular tourists. A Ha-Ha boycott wouldn't work because the object of the boycott has to be aware that there is one. If you want to do something that would have some impact — albeit still not a very great one — I suggest that you convince every-

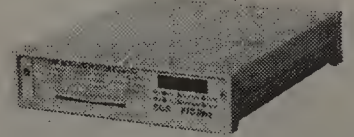
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LETTERS

one who currently has a boat in Mexico to remove it from that country. But I don't think you'd have much luck, because even with the high fees and cumbersome procedures, most cruisers feel that Mexico is still a very good deal."

Well put, Lauren. We would add that anyone who thinks that a small group of comparatively rich gringos can force the

LATITUDE ARCHIVES



Compared to the total number of boats in Mexico, the Ha-Ha fleet is a drop in the bucket.

Mexican government to change some policy through a boycott doesn't have a very good understanding of Mexican culture. If we're patient and respectful, we gringos might be able to work with them to improve things, but we're not going to get anywhere by putting a fiscal BB gun to their collective heads. They'd just have a hearty laugh, insist that we pull the trigger, and then take us out for cervezas. Trying to out-macho Mexicans just wouldn't be smart.

For what it's worth, before the end of the Ha-Ha, the Grand Poobah plans to get the expected 350-400 participants to sign a petition respectively asking Mexico's Department of Tourism to look into the possibility of changing the current system. For it's only by convincing the Mexican government that it's in their best interest to change the current system that we'll be able to get anywhere.

↑↓TIME TO GET IN TOUCH WITH THE GODS

A friend sent me a copy of John Vigor's piece about de-naming a boat — and just in time.

I bought my boat about four months ago and didn't give any thought to changing her name. Three months ago, the jib sheets parted. Two months ago my starter burned up. Last month my boat tangoed with another during a tropical storm and traded some rigging. And as I was returning to the dock last week, my prop got fouled on some three-strand line. While reaching for a heaving line thrown by a helpful bystander, the VHF antenna on my stern pulpit tried to puncture my brain via my nose! As my friend Charlie later said, "Dennis, you couldn't have done that on purpose in a million years."

I think it's definitely time to get in touch with the gods of the seas and make amends. I've got a genuine Celtic priest laid on to perform the appropriate ceremony, and in keeping with the Celtic theme, a bottle of Jameson standing by.

Dennis Lindemann
Yokosuka, Japan

↑↓HELPING KEEP MEXICAN KIDS IN SCHOOL

As cruisers in California are getting ready to head south to Mexico, many of them wonder about the best kind of gifts they can bring or donations they can make to help the less fortunate folks south of the border.

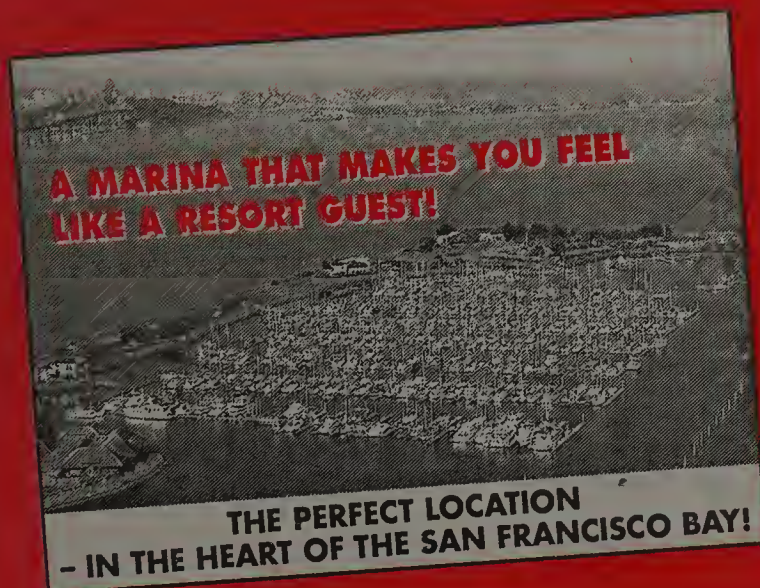
I personally prefer that Mexican kids not be handed a bunch of candy — although they certainly like it. Sugar is cheaper than dirt in Mexico, and as it is, the kids get a lot of heavily sweetened drinks, candy, cereal, milk, and so forth. I think it's better to give the kids more useful things such as pencils, paper — even discarded computer paper — crayons, small toys, used clothes, and toothbrushes. If anyone has

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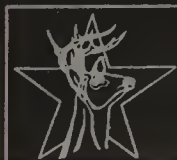
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quite a bit of stuff and are stopping at a place that has a school, leave appropriate stuff with the teacher, as he or she will be delighted. If anyone has any medical stuff, give it to the nurse at the clinic. Whatever you do, please just don't hand out money. (By the way, foreign coins have no value in Mexico.)

If anyone is coming to La Paz and doesn't know where to make a donation, here's a description of one that I like: Three years ago, the non-profit La Fundacion Para Los Ninos de La Paz, A.C. began to support a group of students who otherwise would not be able to proceed beyond elementary school. The support consists of buying uniforms and school supplies at the beginning of the school year. The program began with three students. This year there are 23 students who have started junior high school — which is called *Secundaria* in Mexico. This increase in scholarships has stretched the budget of the foundation beyond its limits. The foundation is looking for help in raising enough to keep as many of these students in school as long as possible.

Since the uniforms and school supplies have to be purchased for this year, what the students really need is money, on a monthly basis, for transportation to school. Neither the city nor the state provide public transportation for school children, so the students use the *peseros* which pass through their neighborhood at the very back of town. There is no *Secundaria* within walking distance of their neighborhood. Each student needs 90 pesos a month, which for the foundation comes to just over \$200 for the entire group.

There are many fine charities and causes in Mexico, but any money given to the La Fundacion Para Los Ninos de La Paz will help keep 23 deserving kids in school.

Mary Shroyer

Marina de La Paz

Vancouver, Washington / La Paz

↑↓FILL THE BAY

While reading David Helvarg's *Blue Frontier: Saving America's Living Seas*, which has a short history of the California Coastal Commission and its infamous progeny, the BCDC (Bay Conservation and Development Commission), I came across the following:

"... as a result of the Corps of Engineers 1959 plan to fill the San Francisco Bay... Richardson Bay in Sausalito, where I lived for six years, a sparkling arm of the larger Bay blessed with houseboats, sailboats, egrets, great blue herons, tidal marshes, and occasional barking sea lions chasing herring, would have become an industrial flatland."

Wait a minute! Do you mean to tell me that the birthplace of your august publication was saved by the big, bad BCDC? That's almost like discovering that King Herod rescued little Moses from the bulrushes way back when! Well, almost.

Sam Burns

Grasshopper, Irwin 30
Boulder Creek

Sam — For what it's worth, the BCDC was created in 1965 and the California Coastal Commission was created in 1972, so the latter could not have been the former's progeny.

As for all the past and current 'they want to pave the Bay' claims, there is some exaggeration. According to the BCDC's webpage, the threat of indiscriminate diking and filling of San Francisco Bay had reduced the size of the Bay from 680 square miles in 1850, to 430 square miles in 1960. Much of the San Francisco waterfront, including the Financial District, is, of course Bay fill. By 1959, the federal government published a

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LETTERS

report on land-use reclamation that revealed of the 430 remaining square miles, it was possible that 325 of them could be developed through fill and diking. What really got people worked up, however, were proposals to build new freeways along the western shore of the Bay, specifically along the Sausalito waterfront and over the Marin Headlands to Bolinas. By 1964, it was estimated that "if the rate of reclamation continued unabated, then the expansive beauty of the Bay would disappear behind dikes or be lost beneath a sea of dirt, sand, and concrete in less than 100 years." To our knowledge, there were never any plans by anyone to even remotely 'pave the Bay' in a literal sense.

As for the apparent assumption that we, at Latitude and the BCDC are at loggerheads on all issues, it's not true. Our basic desire is for a big and clean Bay with close to maximum access for the public, and the BCDC's vision is generally the same. Where we have big differences is whether or not boats should be legally considered "Bay fill." The BCDC has to have that definition to have any control over boats. We, on the other hand, say common sense renders the definition preposterous. Another difference is with regard to liveaboards. Under previous BCDC leadership, there was the constant BCDC threat over the heads of most liveaboards and sneakaboards. We thought — and continue to believe — it was none of their business. There haven't been any changes in the law, but under current BCDC administration, for all practical purposes, the BCDC isn't going to object to anyone living aboard. (This is not to say that the marina and local governments might not object.) Finally, there is our belief that the BCDC has sometimes demanded such great concessions prior to permitting the repair of weather-damaged waterfront facilities that it was nothing short of extortion.

Despite these differences, we consider Will Travis, the Executive Director of the BCDC, a friend. If we had a complaint with the agency or agency policy, we have no doubt that he would gladly give a serious listen to our point of view.

↓ "YOU WON'T BELIEVE WHAT'S OUT FRONT!"

Thank you for publishing such a wonderful magazine. For the past 12 years, *Latitude* has been a household name and piles of back issues decorate my tiny office. When I purchased my first boat, an Islander 36, you were a source of inspiration and guidance. In addition, your informative articles on the San Francisco Bay Area and Delta have inspired some of our best family vacations. For years, I have even read appropriate sections of *Latitude* to my children as bedtime stories. We have also been following the Wanderer's voyages on *Big O*, and now on the catamaran *Profligate*.

This brings me to the point of this letter — which is that you cannot imagine my surprise one July morning when I looked out the front window of my home on Balboa Island to see none other than *Profligate* doing a 180° turn under power to line up for the fuel dock. I woke up my wife and children, yelling, "You will not believe who is out front!" The vision of your silhouette brought the stories we had been reading about even more to life.

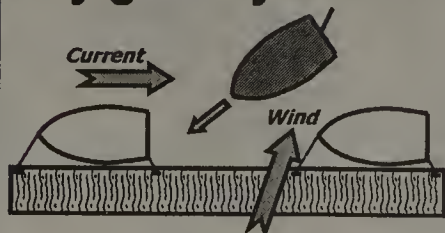
While rowing around the bay a few days later, we glided between the hulls of *Profligate* and under the bridgedeck, and felt the smooth underside. What a thrill for the kids! Your September articles about Southern California remind us of how special our own stomping grounds can be.

The next time you are in Newport during the summer, check out the Balboa Island YC, a sailing club for kids 4 to 16 — that's run by kids. They sail Lasers and Sabots off the beach in front of Buddy Ebsen's (aka Jed Clampett) house. It is a

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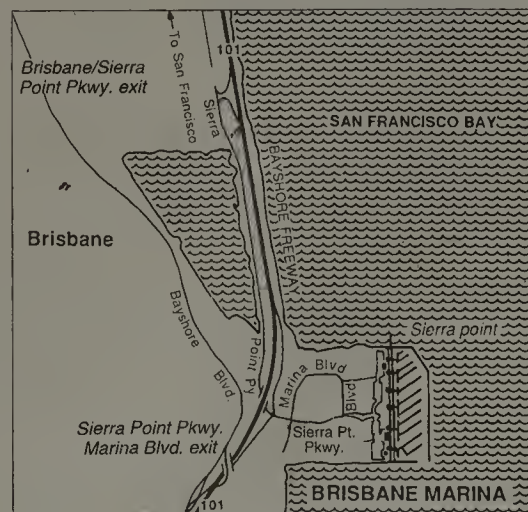
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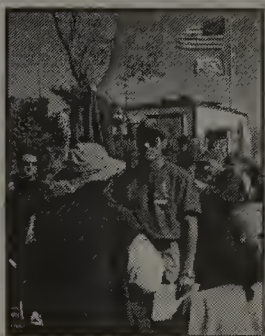




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LETTERS

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Thanks once again for the stories that enable us to dream about the sailing life.

P.S. I know the old greeting for *Big O* was for the entire crew to form circles over their head and shout "*Big O! Big O! Big O!*" What's the new greeting for *Profligate*?

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Whisper, Formosa 46
Balboa Island

Vitarelli Family — Trust us, you are far too lavish in your praise — particularly for the *Wanderer*. Normally, we'd ask you to stop by *Profligate* anytime you see us moving about on the boat, but now we're afraid because once you meet us the image you've built up will be shattered. Ask anyone who knows us and they'll tell you that we're so 'just regular folks' that it's painful. We suppose we could buy some cool clothes, style our hair, and hire an acting coach to develop a hip persona, but we're just too lazy.

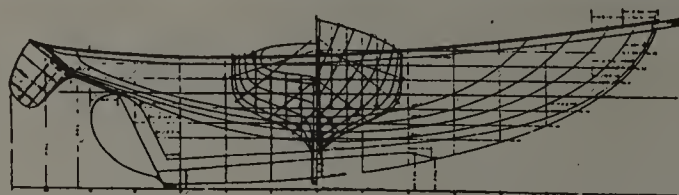
One warning. If you or anyone else rows between the hulls of *Profligate*, get ready to catch hell from *Doña de Mallorca*, as it drives her crazy. Despite the best intentions of rowers and kayakers, many of them bang into the side of the boat or doink their heads on the bottom of the aft crossbeam, and things go south from there. It's better to just say 'hello' and get a tour.

Newport Beach is terrific. In fact, you'll find a feature about it in this issue.

The *Big O* hail was a great one, and was known from one end of the Lesser Antilles to the other. We're almost embarrassed to tell you about the one for *Profligate*, but here goes. The entire crew stands along one rail in the 'at ease' position. Simultaneously, everybody's torso hops to 'attention' position, while the left arm forms a semicircle to the waist, creating a 'P', and the right hand grabs the crotch a la Michael Jackson. The yell is . . . well, there's the problem, as the three syllable *Pro-fli-gate* really screws things up. No wonder it hasn't caught on — even with us.

We've been swamped with letters lately, so if yours hasn't appeared, don't give up hope. We welcome all letters that are of interest to sailors. Please include your name, your boat's name, hailing port, and, if possible, a way to contact you for clarifications.

By far the best way to send letters is to email them to richard@latitude38.com. Alternately, you can mail them to 15 Locust, Mill Valley, CA, 94941, or fax them to (415) 383-5816.



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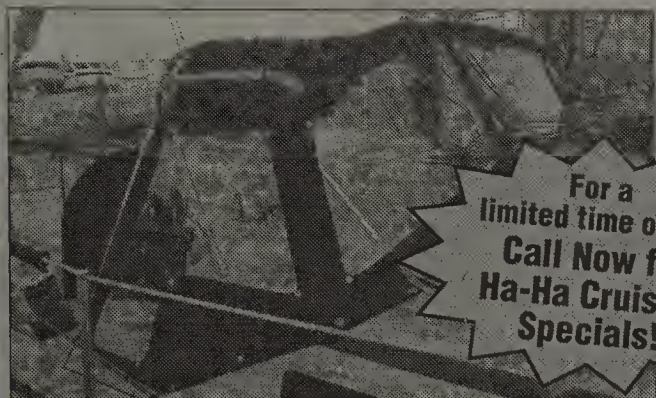
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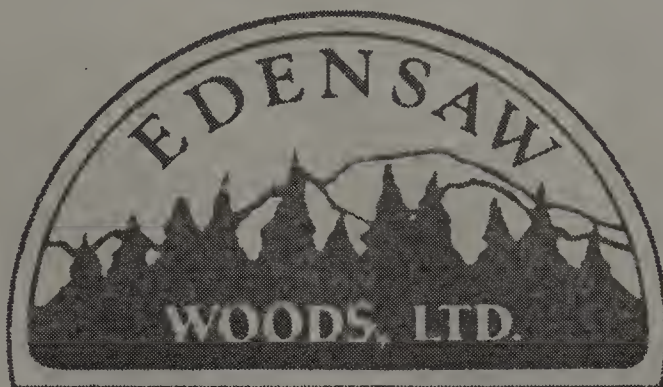
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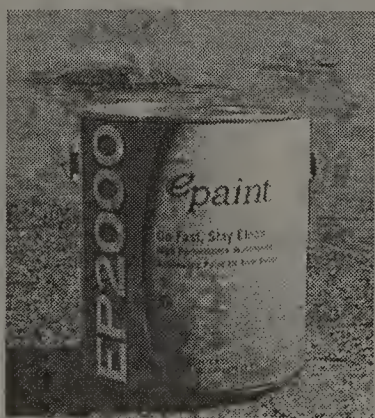
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LOOSE LIPS

Burns benefit.

On Sunday, September 8, one of the largest gatherings of local sailors and waterfront dwellers assembled at the Tiburon Yacht Club facility in Paradise Cay to support Sausalito Mayor



John, Mary and Owen Burns.

ter Shipwright John Burns and his family. As noted in our August issue, Burns was recently diagnosed with acute myeloid leukemia.

The event filled the new clubhouse with sailors and powerboaters, artists and shipwrights, even cartoonists, poets and politicians. The tables of food, well-stocked bar and hundreds of items up for silent auction were all donated by individuals or local companies. 'Lots' ranged from a custom hardwood table made by Burns, to paintings, sculptures,

photos, dinners, holiday weekends at bed and breakfasts, yacht charters and enough marine hardware to equip a boat.

Organizers estimated at least 300 friends and supporters showed up, which made it a tremendously successful fundraiser for one of the most deserving individuals on the local waterfront.

Burns and his family still have a long way to go, both physically and financially. Since being diagnosed with the life-threatening disease only this past May, the 42-year-old Burns has managed to tough out two sessions of chemo already. Another is scheduled soon, to be followed by a bone marrow transplant. Burns' friends hope to get together next year — same time, same place — to celebrate his recovery.

Those who were not able to attend the event, but who wish to make any contribution may do so by contacting John Donovan at (415) 331-6313.

Wayne Kipp's murderer sentenced.

James Humphrey Webb was last month found to be insane — but guilty — of the December, 2000, murder of Petaluma harbormaster Wayne Kipp. This means Webb, now 62, will not go to prison. Instead, he will be committed to a state hospital until medical experts conclude he's "regained his sanity." In practical terms, it's unlikely he will ever be released, since he suffers permanent brain damage from a series of strokes. Webb, confined to a wheelchair, often appeared confused by court proceedings.

On December 22, 2000, Kipp told Webb that he could no longer keep his classic but dilapidated 87-ft motor yacht *Colleen* in the Petaluma Marina. Webb returned to the harbormaster's office a short time later and shot Kipp — a popular sailor and 43-year-old father of two — numerous times with a .45 caliber pistol. He was arrested several hours later — driving Kipp's SUV, and with the gun still in the car.

Soon after Webb was taken into custody, *Colleen* was moved to Sausalito. Whether it was because of karma or just the fact that no one could be found to undertake restoration of the 1909-built boat, last spring she was dragged ashore, broken up and thrown away.

Blue Angels cruise.

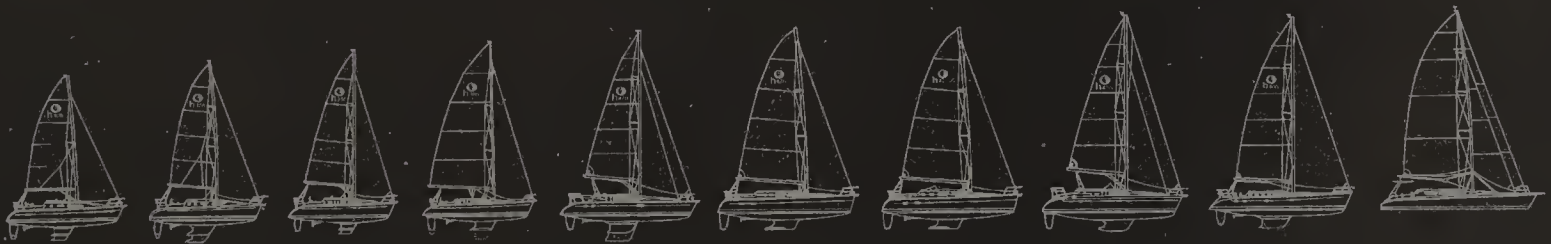
The public is invited to view the Navy's Blue Angels precision flying team from the 72-ft *Gas Light*, built in 1991 as a replica of the traditional San Francisco Bay scow schooner. Onboard to describe the Blue Angels maneuvers will be nationally famous aviation author Brian Shul, a former pilot and

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LOOSE LIPS

both the Navy Blue Angels and Air Force Thunderbirds.

Admission of \$75 per person (\$55 for members of the sponsoring Golden Gate Tall Ships Society) includes the approximately 5-hour *Gas Light* Bay cruise, Blue Angels viewing and narration, and excellent buffet sandwich lunch and wine. Guests must be on board by 11:30 a.m., Saturday, October 12. Board from 60-C Liberty Ship Way, Sausalito. Warm clothes, sunglasses and camera recommended.

Call (415) 331-1009 for more information about this cruise and GGTSS membership.

PV race and cruise seminars.

Del Rey Yacht Club starts firing guns for the 17th Biennial International Yacht Race to Puerto Vallarta next February. In the meantime, they're hosting monthly seminars for anyone interested in learning how to prepare their vessels. The dates are October 10, November 7 and December 12 (all Thursdays), and all seminars begin at 7 p.m. Speakers, all racing veterans, include Alan Puckett (*Amazing Grace*), John Cahill (*Allegra*), Jim Eckhart (*New Horizons*), Hugh McIntyre (*Arie*) and Fred Huffman (*La Diana*). Subjects include preparation, provisioning, electronics, medical kit inventory, customs and insurance. You might even be able to hitch a ride with another vessel entering the fun Salsa Division that starts first (February 7) and has three stops and parties on the way down to PV, including Turtle Bay, Bahia Santa Maria and Cabo San Lucas.

Del Rey Yacht Club is located at 13900 Palawan Way in Marina Del Rey. Call (310) 823-4664 for more information.

Work List for Winter

- ☐ Replace Worn Docking Lines
- ☐ Reseal Teak Deck
- ☐ Shine Bright Work
- ☐ Fix Faulty Bilge Pump
- ☐ Wash Down Boat
- ☐ Wax Hull
- ☐ Install New Equipment



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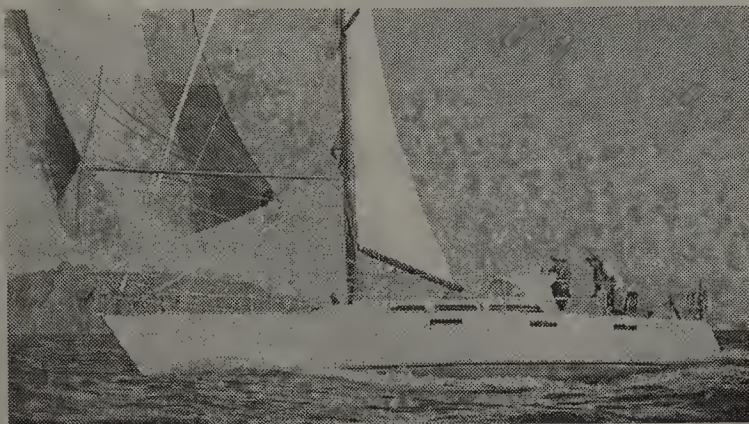


PHOTO: STEVE CHAMBERLAIN

Jonathan Livingston, Susie Grubler and Brian Larkey sailed as a trio to win Division C of the West Marine Pacific Cup.

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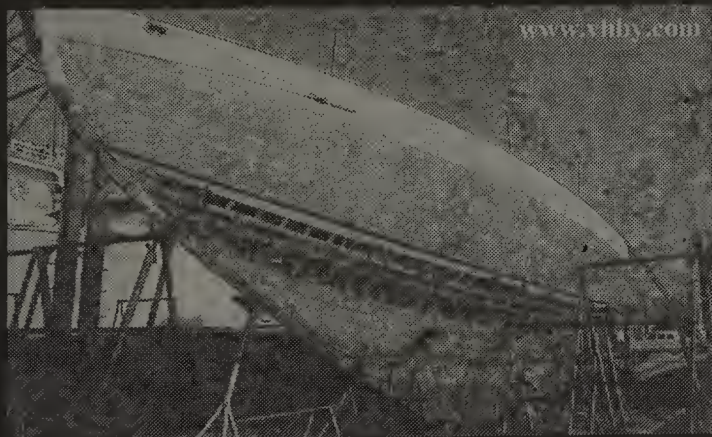


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SIGHTINGS

around alone underway

Thirteen solo skippers crossed the starting line as Around Alone 2002 got underway off the Statue of Liberty on September 15. The fleet spent most of the first day in wet southerly conditions thrown up by hurricane Isadore, but weather patterns started returning to normal the next day and racers scrambled to position themselves to take maximum advantage of whatever weather systems rolled through.

Bernard Stamm on the 60-footer *Bobst Group* — *Armor Lux* and Brad Van Liew on the 50-ft *Tommy Hilfiger Freedom America* proved the prognosticators right by sailing to the heads of their respective classes and staying there. Stamm, you'll recall, built *Bobst Group* himself and sailed her to a new trans-Atlantic and day's run record in 2000. At presstime, he was stalling out a bit between systems while Frenchman Thierry Dubois, another favorite, surfed up from behind

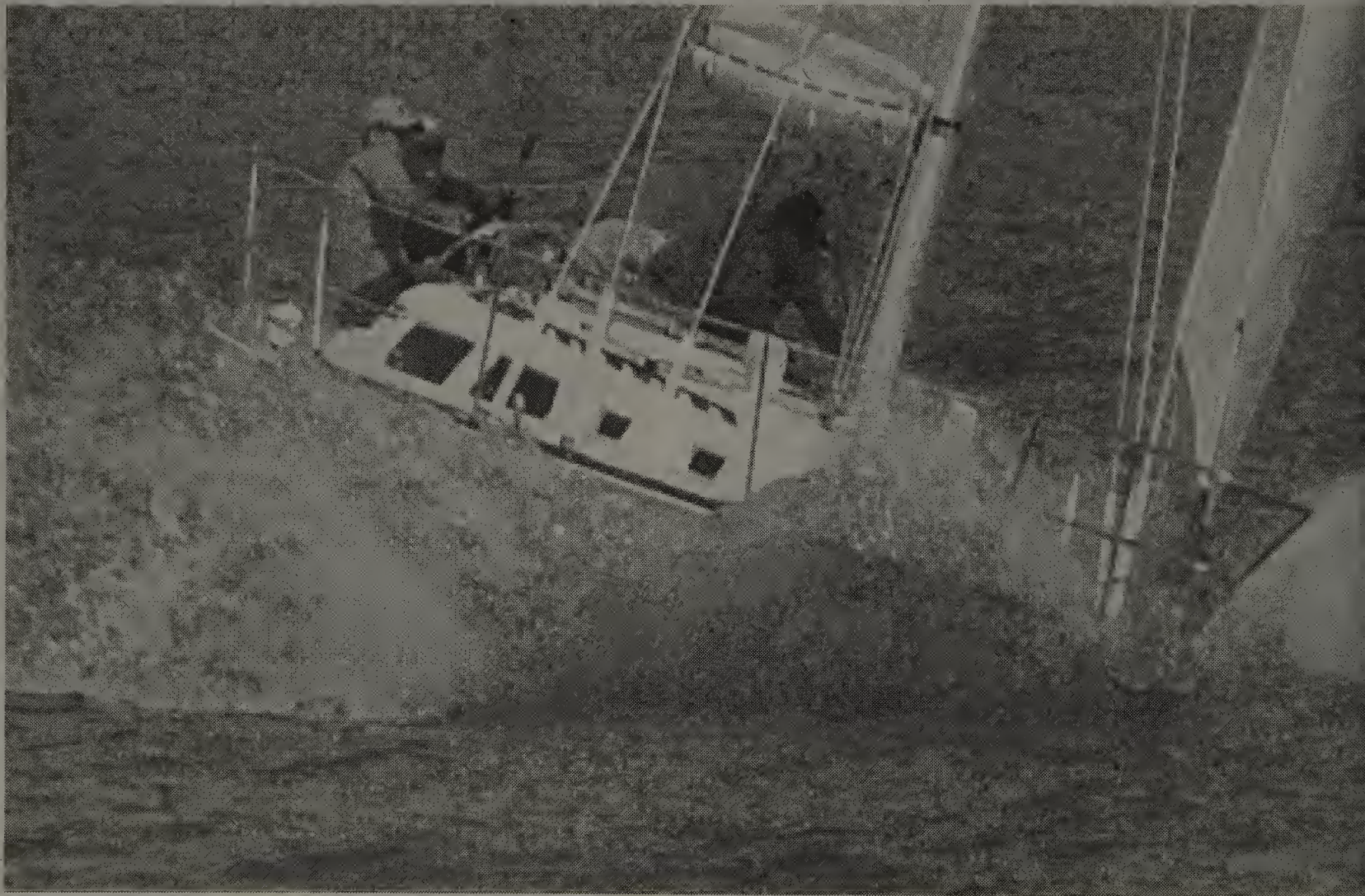
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fleet week

As most of you might remember, last year's Fleet Week was cancelled after the 9/11 attacks. Festivities are back on for this year, but as you also might expect, security is going to be more strict than in years past. Here's the official notice of what to expect.

Fleet Week 2002 Boating Public Notice

This year's on-water Fleet Week activities will be held October 10-14. To ensure the safety of participants and spectators on San Francisco Bay, the U. S. Coast



returns

Guard has enacted special local regulations, published in the Federal Register and advertised by Local and Broadcast Notice to Mariners. U.S. Coast Guard, U.S. Coast Guard Auxiliary and local law enforcement vessels will be patrolling the regulated areas to ensure all Fleet Week events are conducted safely.

Air Show Box

Federal Aviation Administration regulations require that the area of the air show be clear of all vessel traffic in order

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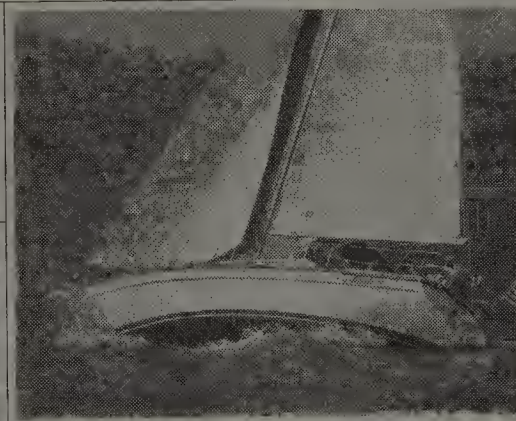
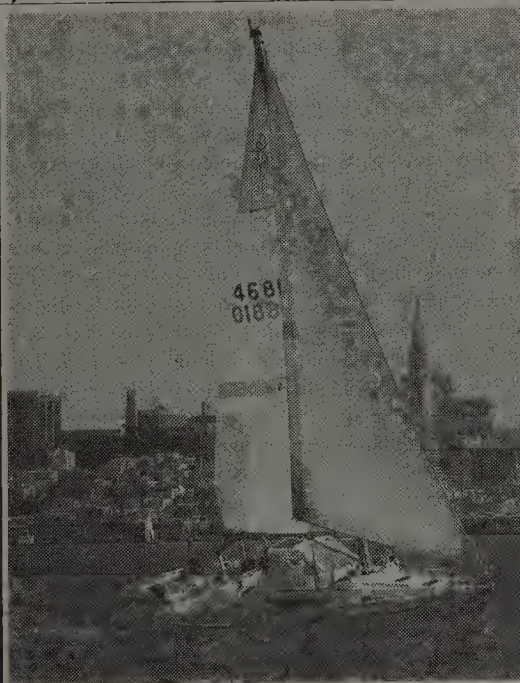
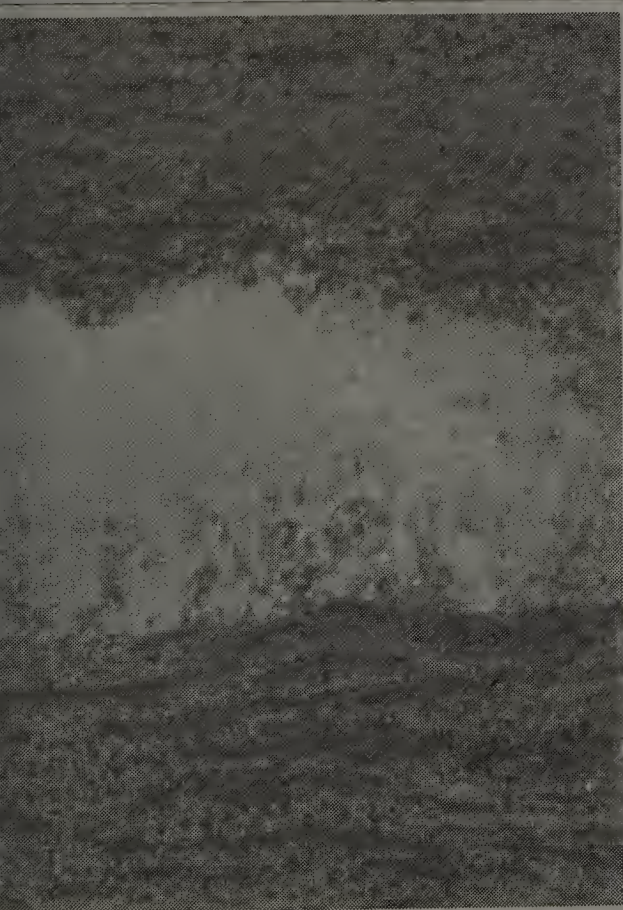
around alone — cont'd

on the next system. In a bit of early psyching out, he even had the race committee call Stamm and ask "if my friend Bernard was okay and did he need assistance. I made up so much ground in the last 24 hours that I thought perhaps there was something wrong." As this was written, *Solidaires* was only about 4 miles behind the leader. Slightly to the north of *Bobst's* track, Graham Dalton on *Hexagon* and Patrick de Radigues aboard *Garnier Belgium* were locked in a similarly close duel for third and fourth. *Hexagon* — the only brand new 60-footer built for this year's race — was up with the leaders until a halyard failed and the main came crashing down. Dalton, older brother of seven-time round-the-world racer Grant Dalton, had to run under headsails until the weather abated enough to fix the problem. Rounding out Class I, in order, were Simon Bianchetti aboard *Tiscali*, Bruce Schwab on *Ocean*

continued on outside column of next sightings page



In case you missed it, fall officially began on September 22. Which we guess makes this the "last sail of summer" collection. Clockwise from below, sailing past the City by the Bay; we all love ferry wakes, don't we?; singlehanded 'Jude'; westbound and down on a Columbia 22; looking spectacular; sailing in 'Solitude.'



SIGHTINGS

around alone — cont'd

Planet and Emma Richards on *Pindar*. The latter — also a pre-race favorite — had multiple gear glitches in the early going and was just getting it all sorted out as we went to press.

DISPATCH FROM MID-OCEAN

When I bought this boat, Michael Garside told me he thought it was a man, not a woman as is traditional with boats. Now that we've spent some time together since the refit, I am happy to say we've given the boat a sex change and now she's behaving like a lady. Granted, she's not a very trustworthy lady and sometimes she has serious attitude problems. But she's a lady nonetheless. I think the time you really don't want to rile her up is like right now when the conditions are hers and she smells her bigger sisters up in front. Yikes! Would somebody please find out where the brakes are and let me know. I haven't seen the speedo below 20 knots since I started typing so now I really must go. For no reason of course other than to hoot and holler like a kid on a roller coaster and ask the boat if there's anything I can do to help.

— Brad Van Liew, 9/22

top-notch shore team on repairing or replacing *Ocean Planet*'s boom, adding, "I'd rather beat you on the water than on land!" Aside from that bit of cheer, Schwab continues to remind local sailors to check out www.madeinamerica.com, and support his effort with donations or the purchase of logowear.

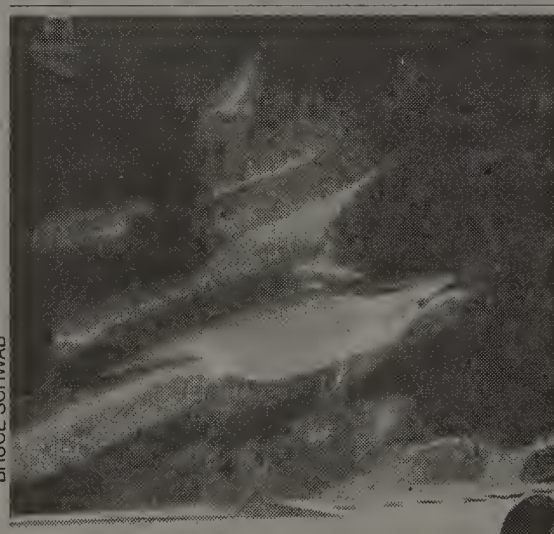
Meanwhile, over in Class II (40-50-footers), it comes as no surprise to anyone that Brad Van Liew carried such a commanding lead at presstime that he was nipping at the heels of Emma Richards' 60-ft *Pindar*. As the only returning Around Alone veteran (he took third in Class II in the '98-'99 race), the Santa Monica-based Van Liew knows the way, he knows the pace and he knows the boat. In fact, despite having a bit of age on her — *Tommy* is a five-year-old boat that Michael Garside sailed as *Magellan Alpha* to second in '98-'99 — Van Liew's well-funded campaign (and Alan Andrews' design talents) have combined to make this 'reborn' boat a very lethal weapon. A week into the race, *Tommy* carried a 450-mile lead over the second place Class II boat and had come within one mile of setting a new 50-ft monohull 24 hour record.

Speaking of second, perhaps the biggest surprise of the race thus far is that Derek Hatfield's *Spirit of Canada* was halfway across the Atlantic and holding off all comers to that position — despite being only 40 feet long. Hatfield charged hard right out of the blocks, and it's obvious he's going to be a force to be reckoned with in the months to come. Which is not to discount Tim Kent on *Everest Horizontal*. This boat, a Jim Antrim-designed 50 built in Truckee by Jim Betts, was nipping at Van Liew's heels for the first several days until both her autopilots crapped out. Kent, a Great Lakes sailor, has partially fixed the problem and was running in third at last report.

Rounding out Class II, in order, were Canadian John Dennis (at 57 the race's oldest participant) on the 50-ft *Bayer Ascensia*, Bermuda's Alan Paris on the 40-ft *BTC Velocity*, and Japanese sailor Kojiro Shirashi on the 40-ft *Spirit of Yukoh*.

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We are sorry to report that the big damage of Leg I occurred to Bruce Schwab's *Ocean Planet*, whose boom exploded in a 40-knot gust on the sixth day out. He managed to get the main down with minimal damage, but had to jettison part of the boom. At this writing, he was soldiering on under headsails alone. This is a real blow for Schwab, who has been running his *Made In America* campaign on a shoestring ever since the Wylie-designed *Ocean Planet* started taking shape at Steve Rander's Schooner Creek Boat Works back in 1999. Dalton radioed Bruce that he would put *Hexagon*'s



BRUCE SCHWAB

fleet week

for the air shows to take place. On all four days, a large rectangular area of water between Alcatraz Island and the Cityfront will be closed to all traffic during the following periods:

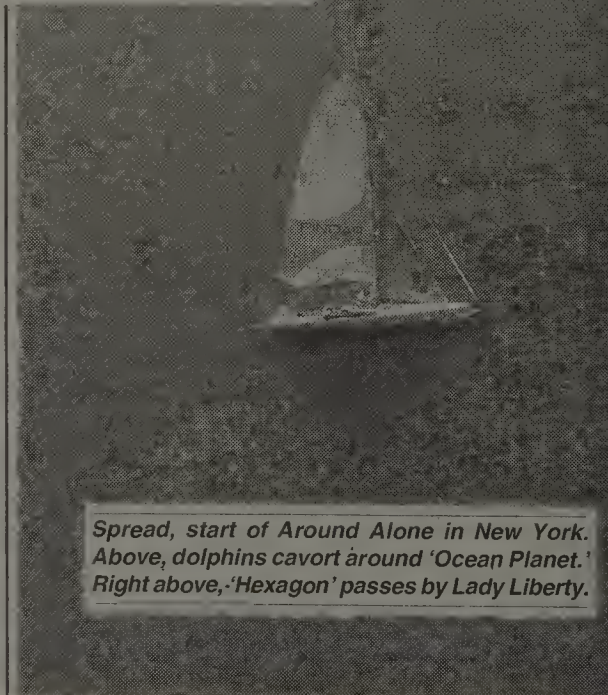
October 10: 12 -5 p.m.

October 11-13: 11 a.m. to 4:30 p.m.

Ed. Note: This closure is to allow the Blue Angels aerobatic team to practice their show on Thursday and Friday, and perform it (3 p.m., weather permitting) on Saturday and Sunday. There will also be other aerobatic performances and demonstrations on the weekend.

Parade of Ships

On Saturday, October 12, between 9:30 and 11:30 a.m., traffic will be restricted by another special local regula-



Spread, start of Around Alone in New York. Above, dolphins cavort around 'Ocean Planet.' Right above, 'Hexagon' passes by Lady Liberty.

— cont'd

tion throughout most of the Central Bay from the Golden Gate Bridge, south of Alcatraz, to just south of the Bay Bridge. This is to accommodate the Parade of U. S. Naval Ships as they pass under the Golden Gate Bridge to their assigned moorings in San Francisco. No vessel will be permitted to cross the parade line or interfere with the safe transit of the parade participants in any way. A 500-yard security zone will also be enforced around each naval vessel the entire time they are in the Port.

Ed. Note — At this writing, the parade of ships is scheduled to include eight Navy vessels, including one submarine, three amphibious landing craft, a Coast Guard cutter, two destroyers and an experimen-

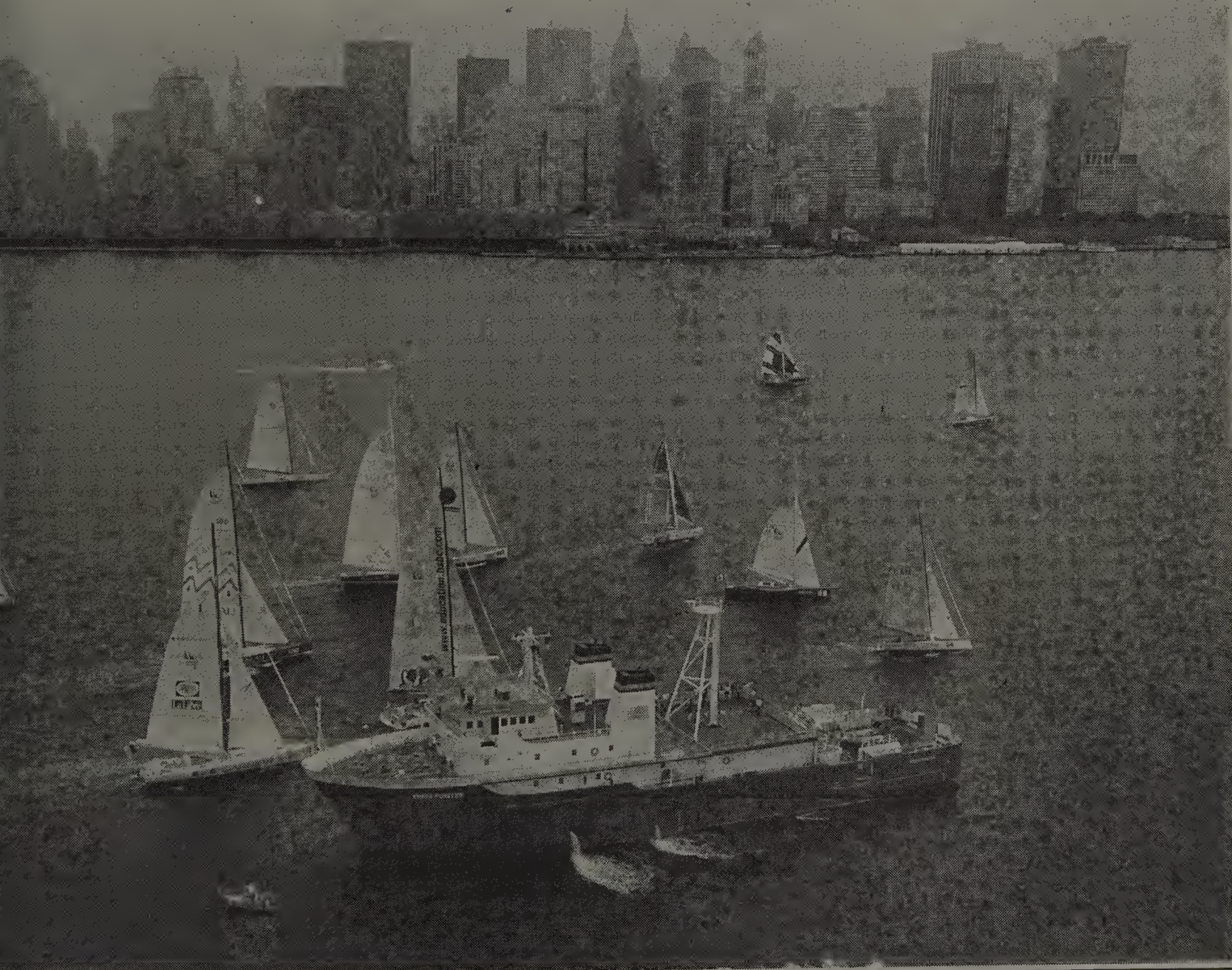
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around alone — cont'd

After two weeks of rest and repair in England, the fleet is off on October 13 for the 6,880-mile Leg II to Cape Town. ETA for the first boats there is November 8. Then it's down into the Southern Ocean for Legs III (7,125nm) to Tauranga, New Zealand and IV (7,850nm) to Salvador, Brazil. The final 4,015-mile Leg V ends back in New York sometime about mid-April, 2003. You can follow all the action on the race website, www.around.alone.com, and kids of all ages should check out www.education.hsbc.com, the official education website for the Around Alone and the Global Education Challenge. The sponsor of the website (and Dalton's Hexagon campaign) is the HSBC global education fund which works in 81 countries.



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MARINEPICS (www.marinepics.com)

SIGHTINGS

the 'bird has flown

In a deal that's been in the rumor stage for at least the last 10 years, the schooner *Wander Bird* is finally, officially, heading home to Germany. On Labor Day, she was hoisted aboard a German ship for the 'dry run' across the Atlantic. Her return will mark the first time the ship has entered the Elbe since she was decommissioned in 1924.

For those new to the name, the 85-ft *Wander Bird* was built in 1883 for the North Sea pilot service during Kaiser Wilhelm's reign. As *Elbe 5*, she served — and competed — with sisterships at the gale-strewn mouth of the Elbe River. The first pilot to reach an incoming ship got the captain's business, and *Elbe 5* earned her share of fares.

After steam vessels took over the job, she endured a brief stint as a floating youth hostel until 1928, when she was purchased in Europe

continued on outside column of next sightings page

fleet week

tal floating platform called the Sea Slice.

Watching the Show

The best areas to observe the air shows and the Parade of Ships are: North of the 'Air Show Box'; east of the Blossom Rock buoy; and from the shore.

Important Notice

The area between the southern boundary of the Air Show Box and the San Francisco waterfront can get *very* congested. Vessels will be permitted to transit this



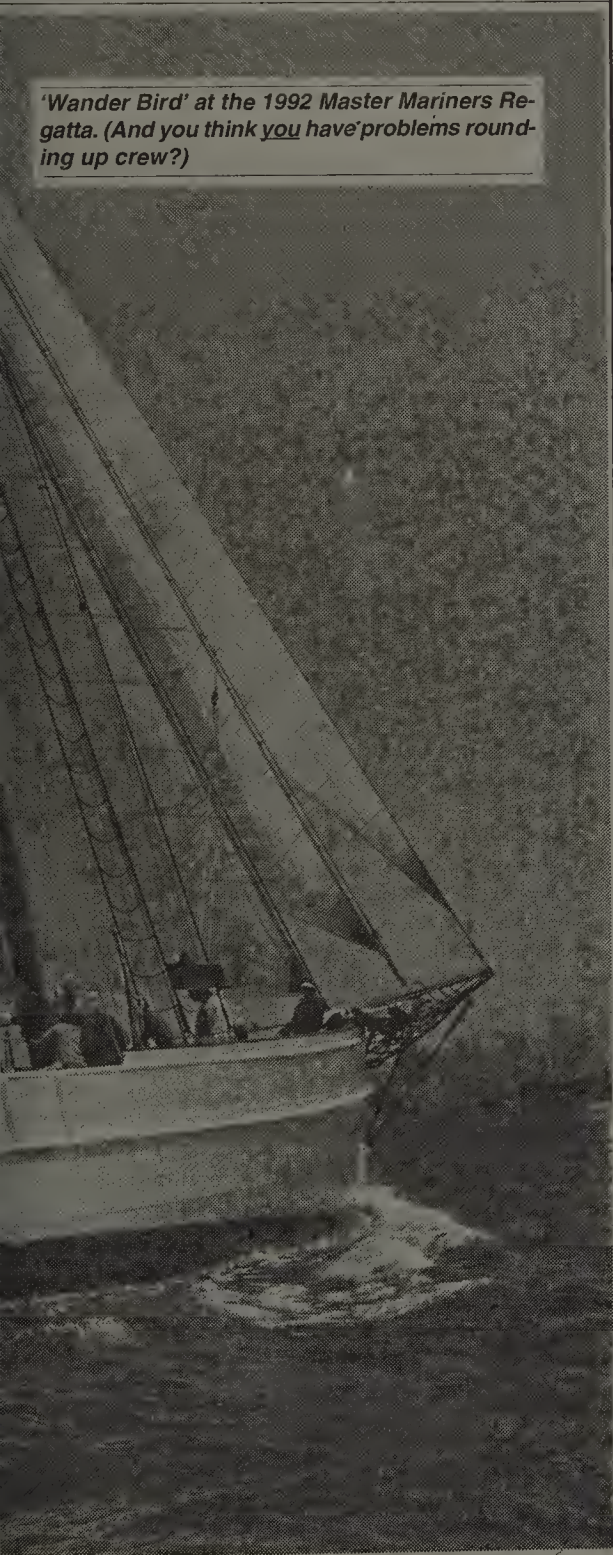
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area when leaving or returning to berths in San Francisco. However, *all vessels must keep moving and exit this area as soon as possible*. Patrol craft will not permit any vessel to loiter or anchor in this area. Please assist in making Fleet Week 2002 a safe event for all to enjoy!

— capt. n. o. buschman, uscg

For more information on Fleet Week, call the public information line at (510) 263-1821 or log onto www.sffleetweek.com.

'Wander Bird' at the 1992 Master Mariners Regatta. (And you think you have problems rounding up crew?)



wander bird — cont'd

during the Great Depression by Warwick "Skipper" Tompkins who made her into a sailing summer camp for kids of wealth. The renamed *Wander Bird* arrived in Sausalito when the paint on the Golden Gate Bridge was barely dry and the toll was about a dime. She got here by sailing around Cape Horn the wrong way — east to west — in 1939. For about a decade, she continued as a sailing camp, making several round-trips with youngsters to Hawaii and Tahiti. Before coming west, Irving Johnson of schooner *Yankee* and National Geographic fame met his wife Exy while sailing across the Atlantic aboard the *Bird*. Sailor/actor/author Sterling Hayden was another famous "Birder."

Tompkins gave up the boat and his sailing business decades ago and she languished in Sausalito, tied to the Sausalito Yacht Harbor breakwater. She deteriorated, her masts sawn off ten feet above the deck, and for many years she served as a houseboat for, among others, the Kingston Trio. In the late '60s, when she was nearly beyond saving, tugboat skipper Harold Sommer bought her for a song and with friends began a complete restoration that would take a dozen years. Complete again, the next three decades saw the old schooner serve as home to Harold and Anna, and sail the Bay and California's coast a few times. Seven years ago, she was sold to a group from Seattle and — after more than 50 years — departed the Bay for the final time.

Already renamed *Elbe*, the boat will be completely restored to her original configuration and join a museum fleet in Hamburg where all the historic vessels, steam or sail, regularly get underway — "unlike the musty treasures of San Francisco's maritime museum," notes Harold. From all reports, the Germans have plenty of money and the know-how to do the boat right. She'll even take passengers on several-day trips through her old 'route' down the Elbe River and around the North Sea.

When *Elbe* gets home, the first task, her new owners say, will be to strip all the copper sheathing from her bottom, re-fasten and re-caulk as needed, and re-copper her below the water. Her pitch-pine deck is to be replaced, but not the deck structures added by Warwick Tompkins (racing sailor Commodore Tompkins' father). A deckhouse aft, two skylights and her steering gear will be removed; she'll again be completely flush-decked and steered by a tiller and tackles. A new, retractable 30-ft jib-boom will be installed (some 12 feet longer than she has now), and her still-healthy sails built by Sausalito's Pete Sutter are to be cleaned, re-stitched and generally brought up to snuff.

Joachim Kaiser, a master in the German merchant marine, and a crew of German shipwrights and riggers flew to Seattle to pull the 90-ton boat's massive solid fir spars and cradle them on her deck for the trip. The boat was hoisted aboard the ship and secured for the trip in a steel cradle. *Elbe*'s new owners said they expect to have her sailing again in about a year: "They're no slouches, they're workers, and they know what they're doing," Harold said. "That boat's in good hands. It's the best thing that could have happened to her."

— brooks townes

and the sea keeps telling — new high seas murder mystery

In a strange and tragic case that played out in front-page installments through much of September, three people are missing and presumed dead in a South Seas murder mystery.

The bare facts are ominous enough: in early July, three people reportedly left Moorea on the Crowther 57 catamaran *Hakuna Matata*, bound for Honolulu via the Tuamotus and Marquesas. (There were actually four, but more on that later.) They never arrived. When the boat had not been seen nor heard from by late August, the Coast Guard and Tahiti Search and Rescue began searches. In early September, the American FBI got into the act. In mid-September, the boat was found

continued on outside column of next sightings page

SIGHTINGS

murder mystery — cont'd

— repainted and renamed — at a dock not far from where she supposedly had departed. As of this writing, there is no sign of the crew, and every indication is that they were murdered by the jealous, deadbeat brother of the owner.

The owner is what elevated this story to front page status in newspapers around the country: 33-year-old Bison Dele. Before he adopted that name, he was better known as Brian Williams, a 6'10" NBA star who played at various times for the Orlando Magic, the Denver Nuggets, the LA Clippers, the 1997 NBA Champion Chicago Bulls, and ended his basketball career in 1999 with the Detroit Pistons. Also missing is Dele's girlfriend, Serena Karlan, 30, as well as Capt. Bertrand Slado (age not given).

The fear of foul play began as recently as September 5 when Miles Dabord — the former Kevin Eugene Williams and Dele's older brother — showed up in Phoenix with Dele's credit cards and passports. Claiming he was Dele, Dabord, 35, attempted to buy over \$150,000 in gold coins. He was denied and picked up for questioning, then released. A warrant for his arrest was issued several days later, but by then he was gone. There were reports that he boarded a plane for the Bay Area (his home of record is an apartment in Palo Alto), and Mexican authorities staked out his hotel room in Tijuana. He was finally located mid-month in a drug-induced coma, in Mexico. At this writing, he was in critical condition in a Chula Vista hospital but was expected to live. He may wish he hadn't.

Shortly after the story broke of the missing people, Dabord's former girlfriend, Erica Weise, contacted authorities. She told of a telephone conversation with Dabord in which he admitted that Dele, Karlan and the captain were dead. According to Weise, Dabord said he and his brother had gotten into a fight soon after the boat departed on July 8. In attempting to break it up, Karlan was knocked down and killed when she hit her head on a cleat. The fight between the brothers intensified, with Dabord eventually killing Dele. Dabord then told Weise he "had no choice" but to finish the job by killing Captain Slado, the only witness. Dabord also made mention of a gun, and that the acts were "self-defense." The confession ended with Dabord dumping the bodies overboard and driving the boat to Taravao on July 10, where she was repainted, renamed — and eventually found. At this writing, investigators were carefully testing the boat for what may be hastily-patched bullet holes and blood stains.

In the days before this issue went to press, Dabord was being portrayed as a ne'er-do-well alcoholic who was "always being bailed out of financial ruin" by his brother. There was also a good deal of jealousy of his brother's success.

This ongoing case can't help but bring to mind the bizarre case of the skeletal remains found in a trunk that washed ashore on Palmyra Island back in 1981. It turned out to be the remains of San Diego cruiser Muff Graham, who had vanished along with husband Mac in 1974. Eventually, their murders were traced to a vagabond sailor and his girlfriend, who were finally caught (sailing the Grahams' repainted boat) and tried for the crime. The story eventually became a best-selling 1991 book and movie called *And the Sea Will Tell*.

For those interested in the latest developments in the Dele/Dabord story, log onto www.wherisbison.com.

cup starts soon!

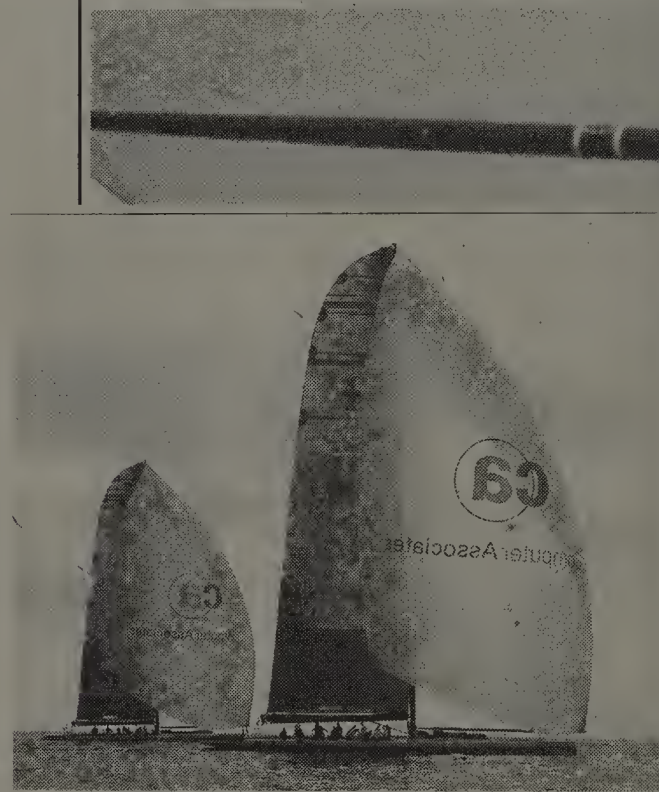
Sorry if this sounds a bit like a broken record, but it's time to remind you one more time that the America's Cup finally goes from squabbling and headline-grabbing to actual sailing on October 1, when the Louis Vuitton Cup gets underway. This is the official Challenger Elimination series that determines which syndicate gets to race against *Team New Zealand* for the America's Cup next February. (In the past few

continued on outside column of next sightings page

tale of a

In an incredible story that we first heard about literally hours before this issue went out the door, 62-year-old Richard Van Pham of Long Beach had been found aboard his dismantled sailboat off Costa Rica on September 17 — after 3 1/2 months adrift. What makes this story all the more fantastic: He was disabled on the way to Catalina!

Sometime in mid-June, Van Pham left Long Beach aboard his 26-ft wooden sloop *Sea Breeze*. He was dismantled somewhere in the channel, when he discovered that



If 'Alinghi' (shown here off Auckland last December) is as fast as many people think, Switzerland may soon be famous for more than chocolate and timely trains. Above, with delays on delivery of a new bow for USA 77, Team Dennis Conner is currently a one-and-a-half boat campaign.

fateful trip

his radio didn't work. For some reason, the outboard didn't prove much help, either. So Van Pham apparently jury-rigged a small sail from the broken spar and settled in to wait for rescue. It would be a long wait — he has no family and no friends reported him missing.

According to a September 24 *San Diego Union* article by staff writer James W. Crawley, Van Pham lived on fish he caught, sea turtles he clubbed when they swam near the boat, and seabirds he

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amcup — cont'd

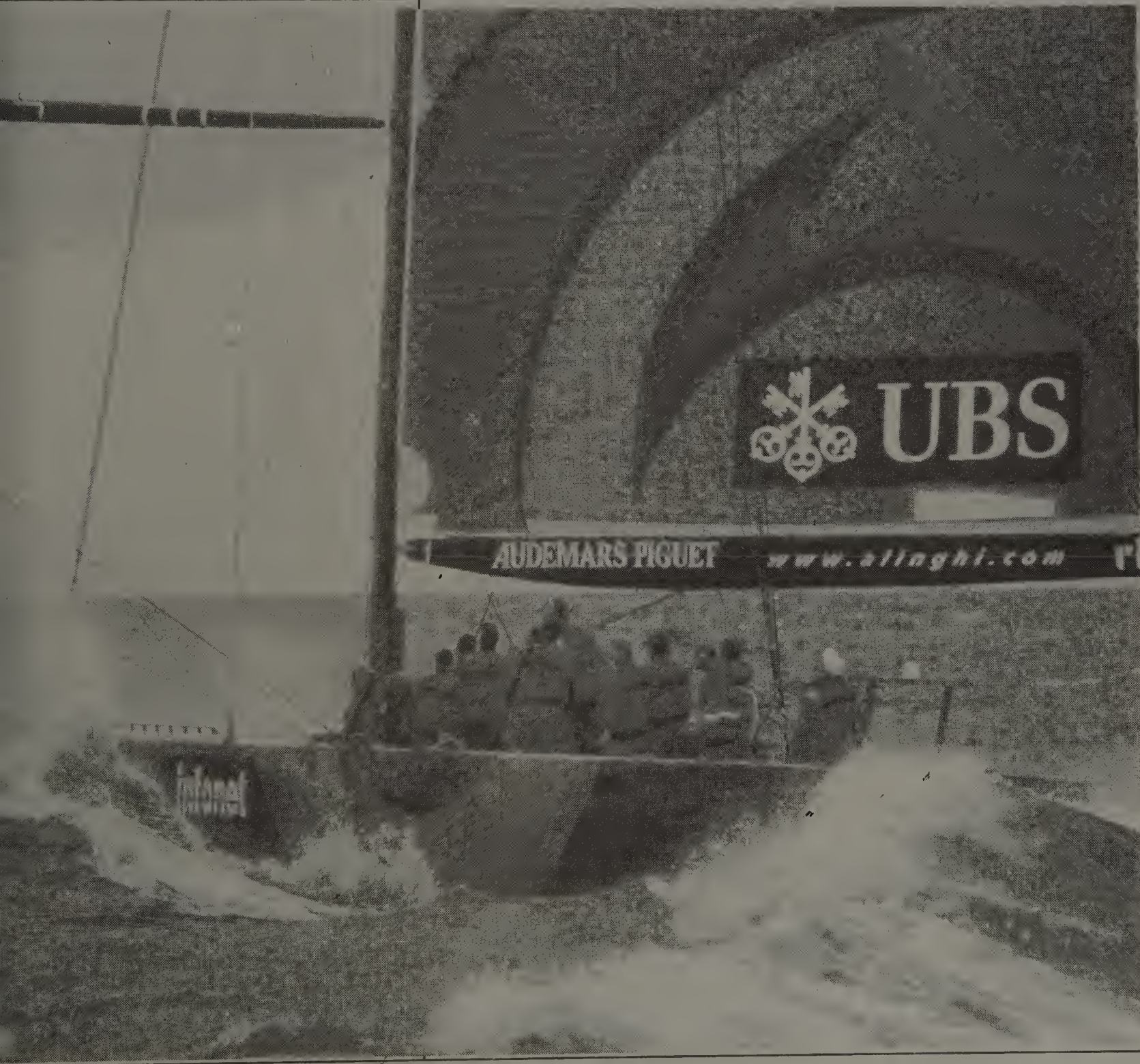
Cups, it's also offered up the most interesting TV coverage.)

The teams vying for the coveted Challenger spot are:

Le Defi Areva (France), *Mascalzone Latino* and *Prada Challenge* (Italy), *Victory Challenge* (Sweden), *Alinghi Challenge* (Switzerland), *GBR Challenge* (Great Britain) and the three American syndicates: *Oracle/BMW Racing* (Ventura/San Francisco), *OneWorld Challenge* (Seattle) and *Team Dennis Conner* (New York/San Diego).

Round Robin 1, where all 9 Challengers match race one another twice, runs from October 1 through the 11th. They'll take 10 days off, then sail Round Robin 2 from October 22 through November 1. Further rounds will be sailed November 12-19, November 23-30, December 9-16, December 20-28, and the Louis Vuitton finals January 11-

continued on outside column of next sightings page



THIERRY MARTINEZ/ALINGHI



amcup — cont'd

21. There will be laydays thrown in here and there and racing will be called off in winds over 22 knots.

Last month, we attempted an explanation of the complicated way the LVC will be scored, so we won't go through that again. We'll be covering the series in monthly installments and will explain who did what to whom as best we can. (A detailed explanation can be found at www.hauraki-news.com/LatestNews/Schedule-LN2.htm if you're really interested.)

British bookies released odds on the America's Cup last month. William Hill bookmakers in London breaks the Challenger teams down this way: *Alinghi*: 5-1, *Prada*: 7-1, *BMW/Oracle*: 8-1, *OneWorld*: 10-1, *Team Dennis Conner*: 12-1, *Victory Challenge*: 51-1, *GBR Challenge*: 51-1, *Le Defi Areva*: 101-1, *Mascalzone Latino*: 126-1. That's to win the Cup by the way. The odds of teams topping the Louis Vuitton series are similar. Oh, and by the way, they give *Team New Zealand* 3-5 odds of keeping the Auld Mug.

Here are some other notes, observations and news from Auckland in the last month or so:

- Rudder Rumors — As with every America's Cup since 1987, who has front rudders and who doesn't is once again a subject of hot debate. German Frers thinks *Team New Zealand* might well have one. Russell Coutts thinks the British team may have a tandem keel. He also noted that *Oracle* has narrower (and therefore probably lighter displacement) boats, but *Team Dennis Conner* has the narrowest boats of all.

- New England Boatworks has made a new bow for *Team Dennis Conner's* USA 77, which you'll recall sank in shallow water off Long Beach earlier this summer. Unfortunately, some kind of shipping snafu is slowing the delivery time and therefore the timetable for the relaunch of '77, which the team originally said would be sailing again by mid-September. Which we guess makes *TDC* sort of a one-boat campaign again, at least for the moment. By the way, the only 'real' one-boat campaign is *Mascalzone Latino*, although *Le Defi* only built one brand new boat, FRA 69. Their other boat, FRA 79 sailed in the last Cup, but was so heavily modified and rebuilt it was assigned a new number and is considered a new boat.

- There has been more loosely-organized racing between Challenger syndicates in the past few months than ever before in Cup history. And lots of reporting on who beat who and what it all means. Lets face it, none of this matters until it counts. So who cares?

- Retro is in, hip-huggers are back and now it looks as though big overhangs have returned to the America's Cup. Check out the interesting comparison of profiles of the latest IACC yachts at <http://www.yachtracing.com/submissions/Photos/3jcomposite8.5.jpg>

- If you have to ask how much it costs An article in *Forbes* magazine recently noted that Larry Ellison has plowed \$80 million into

continued on outside column of next sightings page

fateful trip — cont'd

lured in using pieces of turtle for bait. Rain provided drinking water. For cooking, Van Pham rigged up a makeshift grill and used pieces of the boat for the fire!

He was cooking a seagull when the Navy Frigate *USS McClusky* pulled up alongside 275 miles off the coast of Costa Rica. They had been asked to investigate by the pilot of a P-3 drug-hunting plane which had spotted him earlier.

Despite losing 40 pounds, Van Pham was said to be in "amazingly good health" after his ordeal. "He's a tough old bird," said *McClusky* Captain, Commander Gary Parriott. "I'm not sure I would have fared as well as he did."

The most poignant moment of Van Pham's ordeal reportedly came when he got off *Sea Breeze* for the last time. "He waved goodbye to his sailboat," said Third Class Petty Officer Joseph Slaight. "He was upset (that it would be scuttled) and said he was going to miss it." Unable to fix or recover the disabled boat, Van Pham

the boat was here

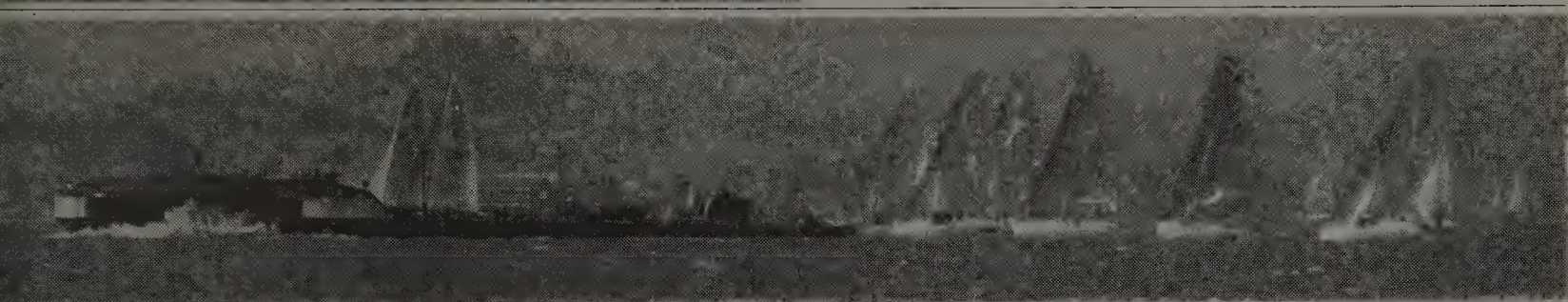
Bery Brooks took *Circe VI* sailing for the last time under his ownership on Saturday, September 14. In fact, he was taking the veteran Catalina 27 he'd owned for 10 years on a sea trial with the new owners "to give them one last chance to say 'no'," as he puts it. Everything went okay until they returned to the Loch Lomond Marina about 1 p.m. Bery and the new owners and friends — five folks in all — walked ashore for a head call. When they returned to the slip on D Dock about 10 minutes later, *Circe* was gone.

"As we were walking back, we saw a Catalina 27 go by, but it didn't occur to me that it was mine," says Brooks. "There



LATITUDE/RICHARD

What would you have done? The incident in the photo at left led to the disqualification of three of the leading boats in the Farr 40 fleet at the recent Big Boat Series. It occurred in Race 6 on Saturday afternoon, September 14, when two tugs — an escort (far left), and a tug towing a fuel-laden barge — got in front of the Farr 40 fleet east of Angel Island. Despite repeated horn blasts from both tugs, 'Crocodile Rock' and 'Cavallino' crossed through the estimated 200-300 yard gap between the two tugs. The third boat, 'Samba Pa Ti' (rightmost sail in this photo) did not follow them through the gap, but got within two boat lengths of the lead tug on a parallel course. All were disqualified under Rule 9 for interfering with commercial traffic. Below, the rest of the Farr 40 fleet prudently passes astern of the barge.



LATITUDE/RICHARD

okayed its sinking. A Navy crew set fire to the boat, which sank in 8,700 feet of water. "We did it while he was below decks to lessen the blow," Parriott said.

The ship completed her scheduled trip to Puerto Quetzal, Guatemala, where Van Pham was dropped off. The crew passed the hat and collected about \$800 to pay his air fare home.

If we can find Van Pham, we hope to have more on this amazing story in a future issue. In the meantime, please make sure your radios are working before going offshore — and file a 'float plan' with friends or relatives so someone knows if you go missing.

a minute ago. . .

are several other 27s berthed in the harbor and I thought it was one of them."

A neighboring berther allowed Brooks to call for assistance on Channel 16. As luck would have it, the San Rafael Police boat was gassing up at the nearby fuel dock and immediately gave chase. She was eventually joined by a Richmond Police boat and two Coast Guard vessels. *Circe VI* was stopped near the Marin Islands. The lone man aboard was taken aboard one of the Coast Guard boats and *Circe* was towed back to her berth, none the worse for wear, says Brooks.

Arrested was John Paul Sweeney, 58.

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amcup — cont'd

his Oracle/BMW syndicate. Cellular titan Craig McCaw and Microsoft cofounder Paul Allen socked \$75 million into the *OneWorld Challenge* and Swiss kajillionaire Ernesto Bertarelli has put about \$69 million into the Alinghi challenge. Topping them all, Patrizio Bertelli, chief of Prada, is 'seeing that and raising' with \$90 million to avenge his loss to New Zealand in 2000. As for the sailors, *Forbes* notes that tacticians can make \$180,000 a year, and some skippers as much as \$500,000.

- For you web crawlers, the best two A-Cup websites we've seen are still Kiwi-generated: www.nzherald.co.nz/americascup/, which is run and maintained by the New Zealand Herald newspaper, and www.hauraki-news.com.

- Finally, the Outdoor Life Network has announced its schedule for the coverage of the Louis Vuitton Series, and it includes 400 hours of sailing coverage! Oddly, the best schedule for programming that we found was not at OLN (www.olntv.com), but at http://www.sailnet.com/ac2/index.cfm?content=ac_tvschedule. Anyway, OLN's "Road to the Louis Vuitton Cup", with the very capable Peter Isler at the microphone, started on September 24. They begin daily two-hour coverage of the LVC Series on October 1. We hope and encourage you to watch these programs (check local listings or the websites for exact times) and let OLN know you support their gutsy decision to bring America's Cup sailing to Americans. Finally! Once the Cup itself starts, ESPN will be back at the helm.

Let the sailing begin!

sammy the seagoing spider

A funny thing happened on my way to the start of this year's Singlehanded TransPac. I found a stowaway aboard *Endangered Species*, my 30-ft ultralight sloop.

Before leaving the Pacific Northwest, I had the boat hauled out at the Fleet marine yard in Port Townsend for bottom cleaning and a fresh coat of varnish to her cold-molded hull. It was after the boat was back in the water that I noticed a brand-new spider web had been

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SIGHTINGS

sammy the spider — cont'd

spun between the guard rail aft and a water ballast tank vent in the port transom.

In the rush of last-minute departure preparations, the delicate web got ignored, but after a 60-mile overnight passage out to Neah Bay at the entrance to Juan de Fuca Strait, it was still there glistening with dew in the early morning sunlight.

Being somewhat more interested in getting a few hours' sleep while anchored out in the Bay, I again dismissed the thought that there was a stowaway spider on board.

The trip down the coast to the Golden Gate was fast and furious, taking four days and nine hours with a lot more northwesterly wind than I needed. There had been several hours of running under a tiny storm jib with the Hydrovane steering when the odd following sea had swept the stern, so I was not surprised to see that the spider's web had

continued on outside column of next sightings page

missing boat

Brooks does not recall ever seeing him around the marina before, but feels he had to have 'cased' the place carefully, since Loch Lomond has a very good security system. No word on what Sweeney thought he was going to do with the boat, but Brooks says he did bring a heavy case

coast

From mid-August to mid-September, Coast Guard Group San Francisco responded to 311 Search and Rescue cases.



Above, Sammy at work in mid-ocean. Spread, John (and Sammy) at the start of the Singlehanded TransPac.



— cont'd

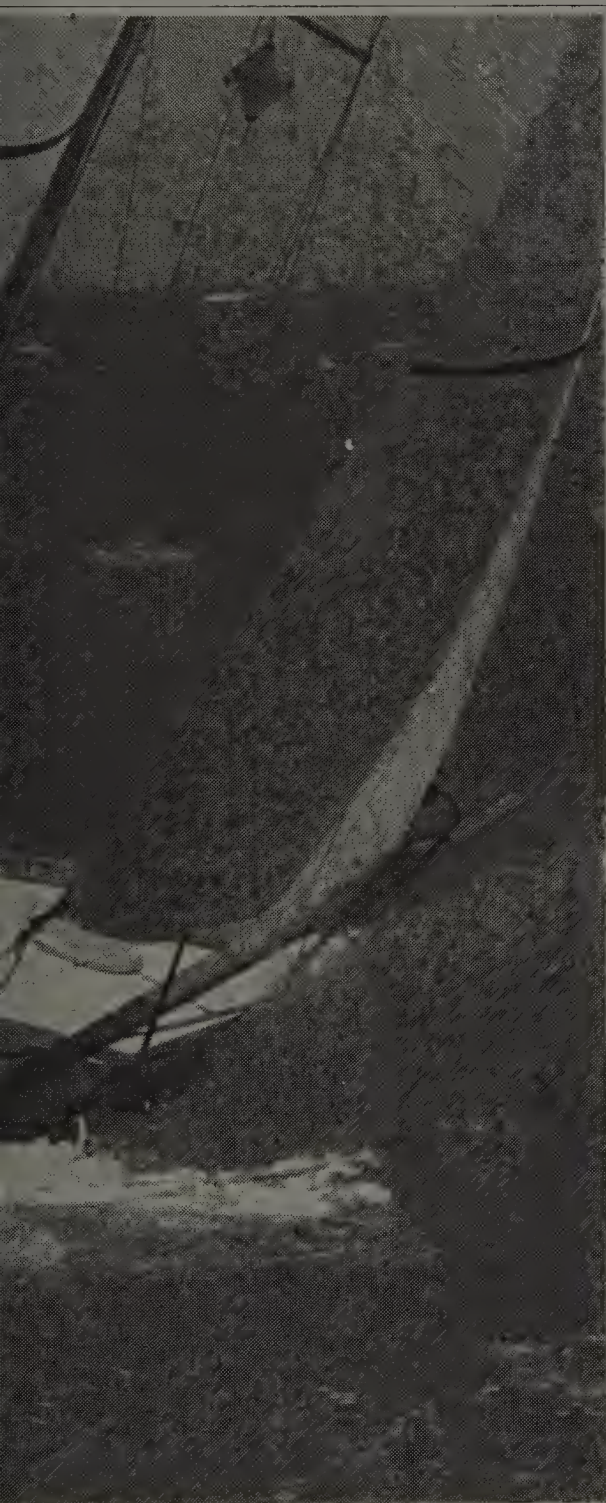
of tools with him onto *Circe*.

Brooks made his final passage aboard *Circe VI* as he helped deliver her to Benecia the following Monday. From there, the new owners proceeded to her new homeport of Rio Vista — with stories to tell.

watch

There were 11 uncorrelated *maydays* or false distress calls during this period re-

continued middle of next sightings page



SPREAD, LATITUDE/JR; INSET, JOHN GUZZWELL

sammy the spider — cont'd

been washed away on arrival at Schoonmaker Marina in Sausalito.

Imagine my amusement the next morning when I noticed a brand new web had been constructed during the night to catch any unwary California creatures. The luxury of being in a marina with a hose and fresh water to wash off all the accumulated salt soon saw the web removed and the boat looking clean again.

It was not until I was about halfway to Hawaii during the race that I noticed the third web. I was adjusting the windvane one night and the beam of my headgear flashlight caught the web — and the perpetrator himself, hard at work. It sounds silly now, but somehow the thought that this tiny creature had survived all the way from home and was alive and well gave me a warm feeling of admiration at his tenacity. I named him Sammy, and got a photo of him at work, wondering if he would survive all the way to Kauai.

Not being an entomologist, I am unaware what 'breed' of spider Sammy is, but as he only seemed to be active during the hours of darkness, it wasn't possible to examine him more closely.

I haven't seen Sammy since that night. The only evidence that he was still around was his web, which he spun many more times since that mid-ocean sighting. Sammy not only survived the trip to Hawaii, he also made it all the way home. And it looks by the size of his droppings on my fresh varnish that he must have grown quite a bit.

At the risk of being seen as a bit of a softie, it seems it would be pretty unkind to give a squirt of bug spray to his home in that ballast tank vent, so I have accepted him as a bona fide liveaboard at the expense of the varnish. I just hope Sammy is the right name for him, and not Samantha.

— john guzzwell

luckier than your average bear

For those of you who wince at the sight of a classic wooden yacht deteriorating in a remote corner of a boatyard lot, and at the shrinking numbers of the Bay's classic wooden racing fleets, this November 2 may offer you a pleasant antidote. After four years of patient work, the crew of the Small Boat Shop at San Francisco Maritime National Historical Park is ready to relaunch *Merry Bear*, the very first Bear Boat built in Sausalito in 1936 by the Nunes Brothers Boatyard. She was the prototype of the Bay's now famous Bear Class sloops, of which there were over 60 built. Notoriously stable and seaworthy for their short 23-foot length, the Bear class boats stand as fine examples of West Coast, depression-era yacht design; a perfect 'everyman's yacht.'

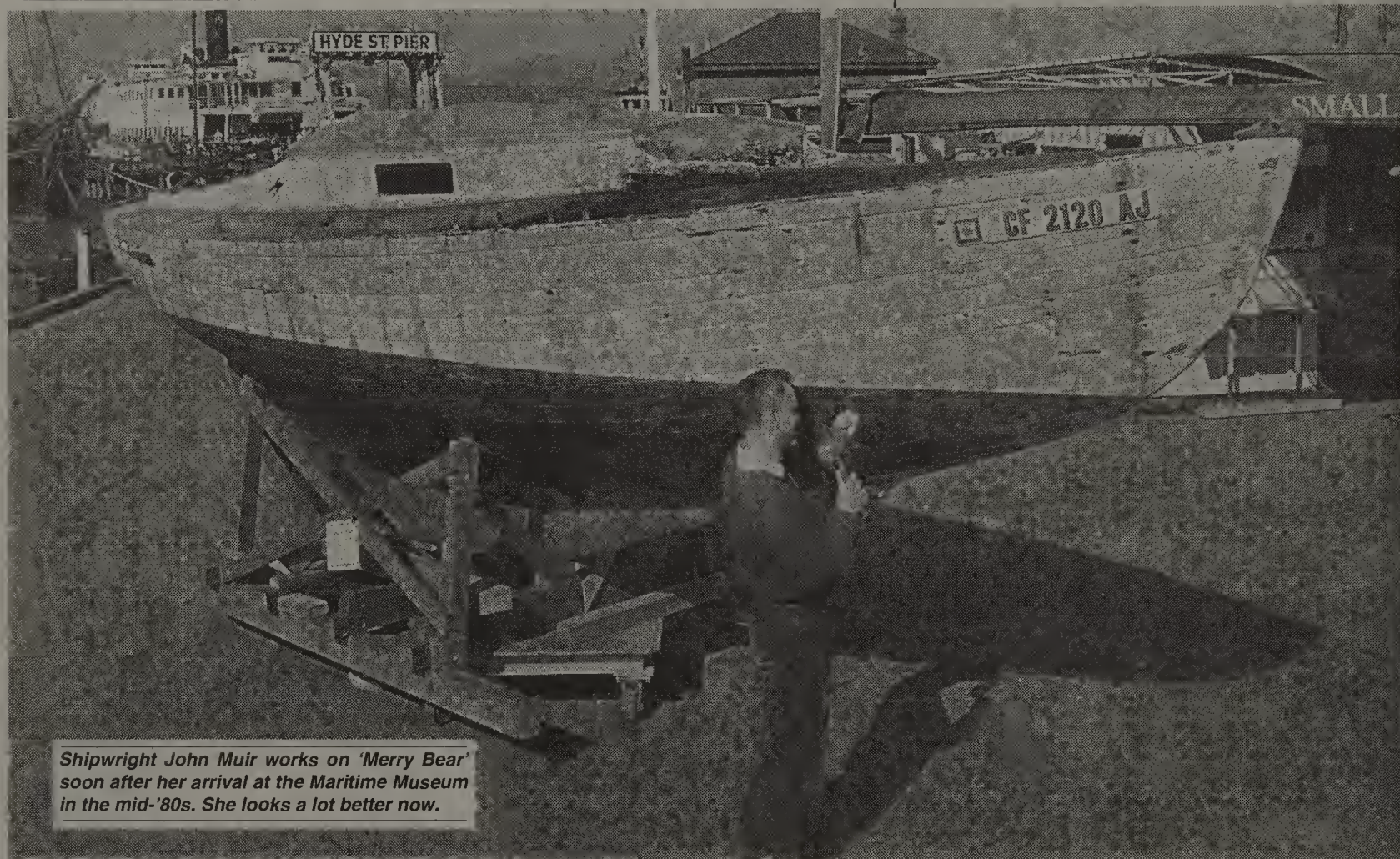
Merry Bear was donated to the Maritime Park in the mid-80's in very rough shape, and at a time when the Small Craft Department was just getting started. Wisely, the staff of the museum waited until their facilities and volunteer work crew were established enough to tackle a job as big as her restoration. And it has been a big job. All of her full-length white oak frames were replaced. An entirely new set of floor timbers, keel bolts, and deck beams have also been added. The deck is tongue-and-groove Douglas fir covered in Irish felt and canvas. A new, steam-bent oak transom, as well as a new oak rudder have been constructed, and gleam under their many coats of varnish.

Perhaps the most remarkable aspect of the restoration is that it has been accomplished almost entirely by volunteer crews, working a day or two a week, week-in and week-out, for more than four years. From high school kids just learning how to work a chisel to retired carpenters in their 70s, *Merry Bear* has been a learning challenge and a true labor of love for over 40 different but very dedicated folks.

The restoration has also helped to perpetuate traditional boatbuilding skills. It's hoped that her upcoming in-the-water 'duty' as an exhibit at Hyde Street Pier — and as a regular participant in regattas and boat shows around the Bay — will also help to keep the yacht-

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SIGHTINGS



Shipwright John Muir works on 'Merry Bear' soon after her arrival at the Maritime Museum in the mid-'80s. She looks a lot better now.

merry bear — cont'd

ing skills, tradition, and history that built her in 1936 alive and well for some time to come.

The Staff of the San Francisco Maritime National Historical Park invites the public, and particularly yachting enthusiasts, to come celebrate the re-launching of the *Merry Bear* at 11 a.m. on Saturday, November 2, at the Hyde St. Pier in San Francisco. There will be music and libations to accompany the ceremony, and visiting yachts are invited to anchor in Aquatic Park Lagoon to welcome *Merry Bear's* return to the waters of the Bay. For further information, contact Bill Doll or John Muir at (415) 556-4031, or Darlene Plumtree at (415) 561-6662.

— john muir

seayanika — best laid plans of mice, men. . . and boatbuilders

"So, when's the boat going to be done?" "When are you launching?" Erik is beginning to hear these questions more frequently from friends, relatives and passers-by. (Truthfully, I have the same questions, but I'm trying *really* hard to keep my mouth zipped.) He's become a bit less forthcoming with answers lately, and I suppose it's because we're behind our original schedule of a June launching. Way behind.

Were we overly optimistic thinking we could build *Seayanika*, our 49-foot sailboat, from a bare hull in 20 months? Probably a little. I guess we didn't factor in quite enough 'vacation' days, or boat show days, or waiting-for-parts days, or let's-have-a-party days. We didn't factor in enough "Hey Erik, can you take the day off and help me out with my _____?" (Fill in the blank

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coast watch — cont'd

sulting in one helicopter* and two boat sorties and approximately 30 hours of personnel time trying to resolve these cases. Of the total number of cases, 91 — 30% — were caused by engine failure. This serves as a good reminder to check your boat and motor carefully before getting underway. Here are a few of the more interesting cases from the past month.

August 5 — At 8:47 p.m., Coast Guard Group San Francisco Operations Center (OPCEN) received a cellular 911 call from a person reporting he was "having trouble with the tides" and "getting pushed around by tides near rocks." The call was badly broken, lasted only a few seconds and was lost. The OPCEN was unable to obtain a position from the reporting party or number of people on board before communications were lost. After issuing an Urgent Marine Information Broadcast (UMIB), a variety of search assets were launched, including a 47-foot motor lifeboat (MLB) from Station Monterey, a helicopter from Air Station San Francisco, and a Santa Cruz Harbor Master boat. All assets searched the waters west of Santa Cruz with negative results. At the same time the OPCEN, work-

coast watch — cont'd

ing with a variety of other state and local law enforcement agencies, conducted extensive 'detective work' to determine who had placed the original call. After several hours of effort, the owner of the cellphone was located. He confirmed that he had placed the call, but was no longer in distress.

This demonstrates the necessity of having a backup form of communications, especially if you are going offshore or to a remote region. A marine VHF radio is preferred as the primary means of communication. Cellular coverage was never intended to cover the offshore region and many of the remote beaches are not covered very well.

August 16 — At 3:30 a.m., Coast Guard Station Golden Gate received notification from a third party of a vessel fully engulfed in flames near the Spinnaker in Sausalito. Station Golden Gate notified Marin County Fire and launched an MLB and a 21-foot rigid hull inflatable (RHI). The boats arrived on scene and witnessed an explosion on board the houseboat. The houseboat was anchored off the restaurant and the owner was in a nearby dinghy. The RHI recovered the owner and transported him to shore. The owner had minor burns but declined medical assistance. He was released to Sausalito PD. The owner confirmed no other persons were on board or in the water. Station Golden Gate monitored the vessel until fire was extinguished with assistance from a good Samaritan Tug, the *Kent*. The houseboat sank leaving debris in the water. The cause of the fire is under investigation.

August 16 — At 10:10 a.m., Group San Francisco OPCEN received a distress call from the vessel *Kismet* reporting they were taking on water at an unspecified rate and needed assistance in the vicinity of South Hampton Shoal Lighted Buoy 1. The OPCEN issued a UMIB. The Army Corps of Engineers (ACOE) vessel *Grizzly* responded. They took all POB off the *Kismet* and commenced dewatering the vessel. Several response assets were launched including an MLB and RHI from Station Golden Gate and an RHI from Station San Francisco. Station San Francisco's RHI arrived on scene and assisted with dewatering the vessel. The *Grizzly* transferred the crew of the *Kismet* to CG units. Once the vessel was dewatered and leak secured, the *Grizzly* and most Coast Guard assets departed the scene. The Station SF crew switched to a 41-foot Utility Boat (UTB) while Station GG RHI remained on scene and took the *Kismet* in tow to Berkeley Marina.

continued middle of next sightings page

seayanika — cont'd

with anything from electrical, plumbing, grading, concreting, welding, house inspections, block walls, mechanical problems, blueprints — you name it, he does it all.) And how do you turn down your friends? Or your wife?) And frankly, we just didn't factor in enough "I need a break from fiberglassing and sanding" days.

So no, the launch didn't happen last month, and it won't happen in September. We're now pushing for November or December — which reminds me, I'd better let our rigger, Fritz, know about the delay. No, we won't be leaving with the Baja Ha-Ha this year. In fact, our weather window for this upcoming season is shrinking into a little blip of time. Which means we might not leave until the following season. Which also means I might not be enjoying my upcoming 'milestone' birthday frolicking with the fish in the Tuamotos as I envisioned. Oh well, bummer, but life goes on, progress continues, and my determined husband continues to work on a variety of projects.

Erik has ordered, cut and fit all the Lexan windows for the cabin, and has cut, welded, polished and mounted the stainless steel window frames. The hatches and portlights are all in place, as are the deck fills and most of the cleats. Tubes and framing for the dorade vents are in. We purchased 2-inch rigid foam insulation from our local Home Depot and it's currently being cut and installed in all of the voids in the cabin roof. With the wonderful, steamy summer we've been experiencing this year, the insulation has already made a big difference in the temperature inside the cabin.

We ordered 1-inch stainless steel tubing for our railing which has been cut and fitted, and 1.5-inch tubing for the radar arch, which is about half done. We agreed to go with a solid rail instead of wire lifelines around the entire deck for safety and security. We don't feel it detracts from *Seayanika's* lines — form follows function, right?

With the assistance of Costa Haramis of West Marine, we were able to obtain the specialized AC/DC electrical panels and the two inverters required for our application. Erik spent three days determining our electrical loads, drawing schematics and attaching so many wires that it looked like he was wiring the space shuttle. Every time I wandered near his inner sanctum (aka 'the workshop'), he'd call me in and patiently explain what he was doing; which buttons, wires, toggles, gizmos did what; how he was balancing the load; how the three phases on the generator would be split; how the electrical requirements for the engine, bilge pumps, cabin lights, running lights, computer, navigational equipment, communication equipment, radar, TVs, VCRs, pressure water pump, watermaker, icemaker, stove, microwave, dishwasher, coffeemaker, ad naseum, would be distributed; and how we could switch between main engine, generator, inverter, and shore power.

I keep nodding my head during these encounters going, "Yeah honey, that looks great. Very nice." I then escape upstairs, shaking my head, going, "How does he know this stuff?" Or more to the point, "Does he expect me to understand all of this?"

Last month we also experienced our 15 minutes of fame when the local TV news station, Channel 8, requested an in-studio interview with us. It was a fun-filled morning, talking about the progress of *Seayanika*, how we came about naming her, our planned cruising route, the costs involved, schmoozing with the local personalities, and answering questions like, "So, when's the boat going to be done?"

— katriana vader



COURTESY KATRIANA VADER

"Yeah honey, um-hmm, no kidding, oh wow, that's great. No, really..."

BAHA HA-HA IX FINAL ROSTER

Abracadabra	Swan 47	Philip Strauss	Oxnard, CA
Adventurous	California 42 trawler	Robert & Lesley Boyce	San Rafael, CA
Alaya	West sail 32	Vince Moore & Jan Dahl	Oak Harbor, WA
All the Way	Perry 47	Don Brame	Henderson, NV
Allegria	Cal 39	Gene & Susan Scott	Sacramento, CA
Alma	Pearson 424	Mark Brewer	Glen Ellen, CA
Antipodes	Wauquiez 47	Mick & Chris Brown	Reno, NV
Apogee	Tayana 37	Bud Hudson	Squaw Valley, CA
Apsara	Tartan 3700	Rae Lyn Burke	Sausalito, CA
Atalanta	Farr 53	Ray & Janet Lotto	San Francisco, CA
Barefoot	Cross 38 tri	Jeffrey Kirby	Costa Mesa, CA
Bingo Again!	Catalina 42	Bill Bear Myers	Long Beach, CA
Black Dog II	CT 41	Roger & Lorraine Atkins	Everett, WA
Ble Hard	Cascade 42	Chet & Debbie Loudin	Belfair, WA
Blue Star	Taswell 50	Tim & Diane Scott	Tucson, AZ
Blue Thunder	Cascade 42	D. Patterson & B. Nelson	Charleston, OR
Boadicea	J/35	Raymond Huggins	Mercer Island, WA
Boomerang	Cal 39	Franco Flamenco	San Pedro, CA
Bravado	Elliot 46	The Breed Family	Dublin, CA
Brisa	Ranger 29	Ethan Ackerman	Ventura, CA
Bronco	Morgan OI 41	Nels Torbertson	Alameda, CA
Caballo del Mar	Ericson 38	Don Aarvold	Newport Bch, CA
Cadence	Fast Passage 39	John Murphy	Sausalito, CA
Captain George Thomas	C&C 30	Bill Thomas	Stockton, CA
Carolyn Kay	Hardin 44	Mort & Carolyn Meiers	S. Lake Tahoe, CA
Carpe Diem	Davis Trawler	Johnson & McMillin	Ventura, CA
Citation	Kelly Peterson 44	Kevin Donohoe	White Rock, BC
Darling	Oyster 485	John Furth	Santa Rosa, CA
Dragon's Lair	Peterson 44	Bill Kutlesa	San Diego, CA
Dunamis	Challenger 40	Dick & Dotti Olsen	Tucson, AZ
Eliza	Columbia 36	Steve Yocum	Balboa, CA
Evolution	Paine 20 meter	Alan Gross	Elfin Cove, AK
Fiddler's Green	Celestial 48	Sue Fox & J.T. Meade	Northridge, CA
Frances V.	Pearson 390	Bette Vallerga	Min Ranch, CA
Free Spirit	Jeanneau 40	Lionel & Anne Richards	Sutter Creek, CA
Freebird	Custom 42 cat	David Lee Howell	Camano Is., WA
Freedom	Catalina 36	E. Murphy & R. Plouffe	San Francisco, CA
Gato Loco	Seawind 1000 cat	Lowell McCulley	Phoenix, AZ
Geronimo	Lancer 30	Michael Campbell	Sausalito, CA
Glory	Catalina 42 MKII	Rob Cline	Benicia, CA
Gollywobbler II	Ruster 36	Ann Fraser	Surrey, UK
Haleakala	Catalina 390	Mike Kohl	Newport Bch, CA
Humuhumu	Choy/Morrelli 70	Dave Crowe	San Jose, CA
Impulse	SC 52	Bob & Bonnie Fraik	Tiburon
Impulsive	Wellington 47	Chuck Havens	Eureka, CA
Interlude	Deerfoot 74	The Braun Trust	Alameda, CA
Island Sonata	Lagoon 38	John & M.J. Shetron	San Diego, CA
Jenny Wren	Valliant 42	Merrill & Lee Newman	Santa Cruz, CA
Journey	Beneteau Evasion 37	Ed Lord & Kathy Babcock	Redwood City, CA
Katie Rose	Cape Dory 330	Robert & Judith Zernore	Bellingham, WA
Kindred Spirit	Tayana 42	Mike & Katya Garrow	Sausalito, CA
Kingpin	Formosa 51	Joe King	Newport Bch, CA
Klanoki	Cross 36	Klaus Brien & Cary Vaughn	Rio Vista, CA
Kokomo	Caliber 40	Bob & Jane Haggett	Kirkland, WA
Kolo	Kettenburg 32	Kevin & Kathleen Brown	San Diego, CA
La Mouette	Rhodes Traveller 32	Donald Cass	San Francisco, CA
La Vie	C&C 35	Jim Bewley	Richmond, CA
Landara Star	Roberts 392	Larry Fauh	Pleasant Hill, OR
Larissa Kay	Coronado 34	Dean Nash	Oxnard, CA
Layla	Cal 39	Mark Eason	Roseburg, OR
Liberté	Gib Sea 43	Club Nautique	Marina del Rey, CA
Liberty Call	Catalina 400	Gene Crabb	Phoenix, AZ
Limerick II	Bristol 40	John Marcous	Sausalito, CA
CA Lorelei II	Hunter 460	Kenneth & Margaret Sellis	Long Beach, CA
Mag Mell	Endeavour 37	Ed & Melissa Phillips	Eugene, OR
Magic	Gulfstar 50	Date Head & Jane Shallcross	San Francisco, CA
Mariposa	Valliant 40	Richard DeLateur	San Francisco, CA
Mermaid	Aleutian 51	Mike & Robin Stout	Burbank, CA
Mitsou	Swallowcraft 36	Gilbert Pitt	Half Moon Bay, CA

coast watch

This is another great example of the boating community assisting another boater in trouble by responding to a UMIB. The source of flooding was a disconnected/ruptured salt water-cooling hose.

August 31 — At 1:15 p.m., Coast Guard Station Lake Tahoe received a report of a jet skier who had been involved in a collision and was not breathing. A Good Sam administered CPR and transported the victim to Ski Run Marina. The Station contacted 911 and requested EMS to stand by. Station Lake Tahoe's 25-foot Light Utility Boat (UTL) diverted to the scene. The Good Sam met EMS at the

final baja

The final tally is in for this year's Baja Ha-Ha cruisers' rally, and the fleet stands at 131 entries — just one short of last year's total. As you read this, sailors from homeports all up and down the West Coast are converging on the San Diego area, and making final preparations for the 750-mile run to the Cabo San Lucas.

As you can see by the accompanying list, this year's fleet is as diverse as ever. On the starting line, million-dollar boats will sail next to bargain-basement fixer-uppers, but they'll all end up in the same

mexico's cuauhtemoc

If you missed the recent Sail San Francisco tall ship festivities, or are simply hungry for more, mark your calendar for October 31 — Halloween — when the 270-ft barque *Cuauhtemoc* will arrive under the Golden Gate from Hawaii (tentatively at 10 a.m.). She was commissioned as a sail training ship for the Mexican Navy, and launched in 1982.

Named for the last of the Aztec emperors, this globetrotting 'goodwill ship' will be berthed in the Fishermans' Wharf area (either at Pier 45 or 35N), and open for public tours from noon until 5 p.m. A sistership to Ecuador's *Guayas*, Colombia's *Gloria*, and Venezuela's *Simón Bolívar*, she is a familiar sight at tall ship festivals around the world, and is renowned for her highly-spirited dockside

— cont'd

marina and the victim was transported to Barton Memorial Medical Center. An investigation by crew of the UTL revealed that there wasn't a collision, but rather the operator of the jet ski was jumping the wake of the tour boat *Tahoe Queen* and lost control of his jet ski. He was unconscious, face down in the water when the Good Sam arrived on scene. At last report the victim was in stable condition.

This is another great example of boaters helping boaters. If not for the Good Sam's quick thinking and knowledge of emergency first-aid procedures, the victim might not have survived.

ha-ha roster

sunkissed anchorages, where the fish tacos are always tasty and fresh, and the *cervezas* are always ice cold.

The event kicks off October 27 at San Diego's Cabrillo Isle Marina, with a pre-Halloween costume party, co-sponsored by West Marine and *Latitude 38*. The 'slow boat' start is October 28, with the rest of the fleet following the next day. Look for a complete report in our December issue. Look for the latest update and last of our mini-bios elsewhere in this issue.

to visit bay



Trick or Treat — The Mexican tallship 'Cuauatemoc' arrives in the Bay on Halloween.

fiestas. For more info, contact Sail San Francisco at (415) 447-9822 or see their website, www.sailsanfrancisco.org.

HA-HA ROSTER — CONT'D

<i>Morning Star</i>	Valiant 32	Elaine Roche	San Francisco, CA
<i>Mr. Destiny</i>	Tayana 37	Richard & Marianne Brown	San Diego, CA
<i>Mudshark</i>	Express 37	David Fullerton	San Francisco, CA
<i>Mykonos</i>	Swan 44 MKII	Myron & Marina Eisenzimmer	San Francisco
<i>New Focus</i>	Catana 431	Paul Biery	Livermore, CA
<i>Oslia de Mares</i>	Yorktown 41	Joe Engoglia	Laguna Niguel, CA
<i>Pacific Jade</i>	Hardin 40	Michael Clark	Ventura, CA
<i>Pao-San</i>	Amel 53	James Dernhl	Grand Prairie, TX
<i>Pete's Sake</i>	Hardin 46	Peter Teuber	Coos Bay, OR
<i>Polonaise II</i>	Jeanneau 52	Michael Palczenski	San Francisco, CA
<i>Profligate</i>	Surlin 63 cat	Grand Poobah	Tiburon
<i>Pura Vida</i>	Explorer 45	Donna Wilson	Aptos, CA
<i>Pure Chance</i>	Brewer 37 Cutter	Scot T. Hufford	Rancho Cuc., CA
<i>Q</i>	Willard 90	Daryl Yeakle	San Francisco, CA
<i>Quetzal</i>	Cabo Rico 38	Thomas & Martha Taylor	Little River, CA
<i>Raven</i>	Nauticat 52	John & Heidi Bollinger	Madison, WI
<i>Redhead</i>	Grand Banks trawler	Skip & Maureen Gorman	Indian Wells, CA
<i>Rubicon</i>	Beneteau 411	Mike Bailey	San Mateo, CA
<i>Sabbatical</i>	Mapleleaf 48	M. Fitzgerald & S. Fox	San Diego, CA
<i>Sara Anne II</i>	Liton Trawler 41	Don Mitchell	Sunnyvale, CA
<i>Scottish Mist</i>	Westsail 42	Bob & Dorene Hauff	San Francisco, CA
<i>Sea Fox</i>	Beneteau 38	Robert & Sue Calkins	Orosi, CA
<i>Seafite</i>	Island Packet 35	Bruce Emmons	Sania Rosa, CA
<i>Seawings</i>	40-ft Tri	Howard & Diana Jones	Ventura, CA
<i>Shadowfax</i>	Passport 40	Jadu Co.	Bountiful, UT
<i>Shamaness</i>	Chung Hwa 36	Dennis Clifton	Novato, CA
<i>Shillelagh</i>	C&C 39	Chris Connors	Sonoma, CA
<i>Sisiuti</i>	Gulfstar 44	Bob & Laurie Bechler	Kent, WA
<i>Sobre El Mar</i>	Defever 55 trawler	Mick & Cindy Schachter	Long Beach, CA
<i>Sofia II</i>	Beneteau 47.7	David Whitside	Sausalito, CA
<i>Sonsie</i>	Southern Cross 39	Douglas W. Sterrett	Eugene, OR
<i>Spirit Healer</i>	Crealock 37	Sherman Martin	Seattle, CA
<i>Spirit of Joy</i>	Crealock 40	Cecil Newsome	Dana Point, CA
<i>Spirit Wind</i>	Valiant 40	Chris Van Dyke	Ventura, CA
<i>Starthrower</i>	Wauqueiz 35	T. Steve Everest	Sioux Falls, SD
<i>Sumatra</i>	Trintella 53	Jerry Morgan	San Francisco, CA
<i>Sweet Pea</i>	Formosa 44	Bud & Penny Clark	Phoenix, AZ
<i>T-BAAC</i>	Krogen trawler	Russell Kilmer	Sacramento, CA
<i>Tamara Lee Ann</i>	Celestial 48	Doug & Tamara Thorne	San Francisco, CA
<i>Taurus</i>	Hunter 54	Ron Rowley	Salt Lake City, UT
<i>Tavana</i>	Lapworth 53	Greg Reaume	Long Beach, CA
<i>Ti Amo</i>	Oyster 485	Carl Mischka	Newport Beach, CA
<i>Tomboy</i>	Swan 44 MKII	Thomas J. Friel, Jr.	San Francisco, CA
<i>Toothpick</i>	Pearson 36	Jim & Ellen Nordstrom	Auburn, CA
<i>Topaz</i>	Hunter 54	Thomas Todd	San Diego, CA
<i>Torrent (TBA)</i>	Tartan 3800	Susan Flieder & Paul Eicher	Cardiff, CA
<i>Tout Suite</i>	Beneteau First 40.7	Tim & Laurie Merrill	Vallejo, CA
<i>Tramonto</i>	Hallberg-Rassy 31	Jeff Blyth & Marc Emmons	Bellevue, WA
<i>Tumbleweed</i>	Ingrid 38	Chuck & Linda Allen	St. Augustine, FL
<i>Two Can Play</i>	Eandeavour 43	Dennis & Susan Ross	Portland, Or
<i>Unknown Soldier</i>	Cal 39	Doug & Josette Schmer	El Dorado Hills, CA
<i>Valahalla</i>	CT 41	Robert Woolf	San Rafael, CA
<i>Vanadis</i>	Wasa 38	Terry Anderson	Tacoma, WA
<i>Vita é Bella</i>	Beneteau First 36s7	Colin Pallemarts	Seattle, WA
<i>Vivace</i>	MacGregor 65f	Ron Milton	Napa, CA
<i>Warren Peace</i>	Passport 47	John Warren	Alameda, CA
<i>Waterdragon</i>	Islander 34	Graham Ashlock & Taryn Ettl	Berkeley, CA
<i>Wavy</i>	K Hughes 40 Cal	Michael Wright	Pt. San Pedro, CA
<i>What's Up Doc</i>	Crowther 48 cat	Offshore Cat Expeditions	Coquitlam, BC
<i>Whisper</i>	Hallberg-Rassy 42	Robin & Duncan Owen	Alameda, CA
<i>Wind Spirit</i>	Slocum 43	Suzanne Swackhamer	San Francisco, CA
<i>Wings</i>	Capricorn 48	Davenport Browne III	Jupiter, FL

Once again, we'd like to acknowledge this year's Ha-Ha sponsors. Without them, of course, there would be no Ha-Ha! • Almar Marinas • Bluewater Insurance • Commanders' Weather • Complete Cruising Solutions • Corona Beer • Downwind Marine • Doyle Sails • Latitude 38 • Mail Call • Mariner's General Insurance Group • SQC CORP • Sailomat • Scanmar International • Ventura Harbor Boatyard • The Watermaker Store • West Marine • Yachtfinders/Windseakers

SIGHTINGS

what we sail

Over the years, *Latitude 38* readers have become well acquainted with our 'company boats'. Many of you (especially racers) are now familiar enough with our unnamed Bertram 25 photo boat that you actually wave and smile instead of yell and give us the finger when we come alongside or cut in front of you — although some still carry on the tradition. Many of you are also at least tacitly familiar with *Latitude's* present 'big boat', the Surfin' 63 catamaran *Profiligate*, and our former charterboat, the Ocean 71 *Big O*. A few have even sailed aboard with publisher/Wanderer/Grand Poobah Richard Spindler. We've also enjoyed two Olson 30s (both named *Little O*) and the well-named Ericson 35 *Good Times II*, but those boats have long since gone to other owners.

Yet one of the most common and recurring questions we're asked is what everybody else here sails. So now we're going to tell you.

There are actually a couple of Ranger 33s in the 'fleet.' Senior Editor Andy Turpin went in partners with ad reps John Arndt and Mitch Perkins (plus a fourth non-*Latitude* partner) to purchase one of the veteran Gary Mull design two years ago. The 23-year-old 'mighty' *Aphrodite* has since been transformed from a slip queen into one of the most often used and enjoyed boats on the Bay — mostly on family daysails, with occasional beer can races. Work done included a complete redo of the interior and installation of a rebuilt Atomic Four engine. But perhaps the most amazing part is that all the partners still speak to each other in civil tones. Well, at least in public. As recently as three months ago, John (who also has a blast sailing his DeWitt Dinghy) sold his quarter of the partnership and purchased a boat of his own — another Ranger 33. It was another deal too good to pass up, and now he has to start the fixer-upper process all over again. At least the Atomic Bomb in this boat runs well.

Managing Editor John Riise recently sold a Prindle 16 catamaran, but still has a Hobie 14 and an FJ. He and his family also keep a Pearson 28 in a Sausalito slip, though he is chagrined to say it hasn't sailed much since a trip to the Delta two years ago. He has great plans to hack the jungle off the bottom and get out more regularly — but we don't believe him when he cries "wolf!" anymore, either. "What most people don't realize is that we spend most of our weekends out on the water taking pictures of *them* going sailing," says JR by way of lame excuse. He has, however, become adept at maneuvering our twin-engine'd photo boat with one hand while snapping away with the other.

Production's Christine Weaver campaigned a Cal 20 for several years, but sold the boat three years ago. She now sails as regular crew on a couple of different Bay boats, Chris Longaker's Express 34 *Two Scoops* and Bob Bloom's J/35 *Jarlen*. She also occasionally daysails on a Vanguard 15, or shows the ropes to her 11-year-old son on the family El Toro.

By far the 'sailingest' person here at *Latitude* is Racing Editor Rob Moore. Rob has been the owner/instigator of numerous racing boats and campaigns over the years, including the Schumacher 26 quarter tonner *Summertime Dream* (which he somehow came to own three different times in three different eras), the Santana 20 *Urban Guerilla* (which he got after it sank during a broach on the Berkeley Circle), two years on the lake circuit with the Santana 23 *Confederacy of Dunces*, and three seasons with the Olson 25 *E Ticket*, which remains one of his most fondly remembered campaigns. Like all boat junkies, he seems to attract some weird ones, too, such as bargain SC 27 *Summertime* that got T-boned and totalled halfway through its first season, the jurassic Soling that got resurrected into a pretty worthy boat, or the bargain Mercury that he and a partner have had great plans for (but largely ignored) for the past year or so. Rob also owns a kayak, an ODOM radio-controlled model boat and is exploring 'hard water' sailing on a brand new BloKart landsailor.

Most of Rob's sailing and writing is on big boats — and almost all those cockpit or on-the-rail shots you see of ocean races down the coast, or to Mexico or Jamaica or wherever are taken by Rob, your

continued on outside column of next sightings page

refresher

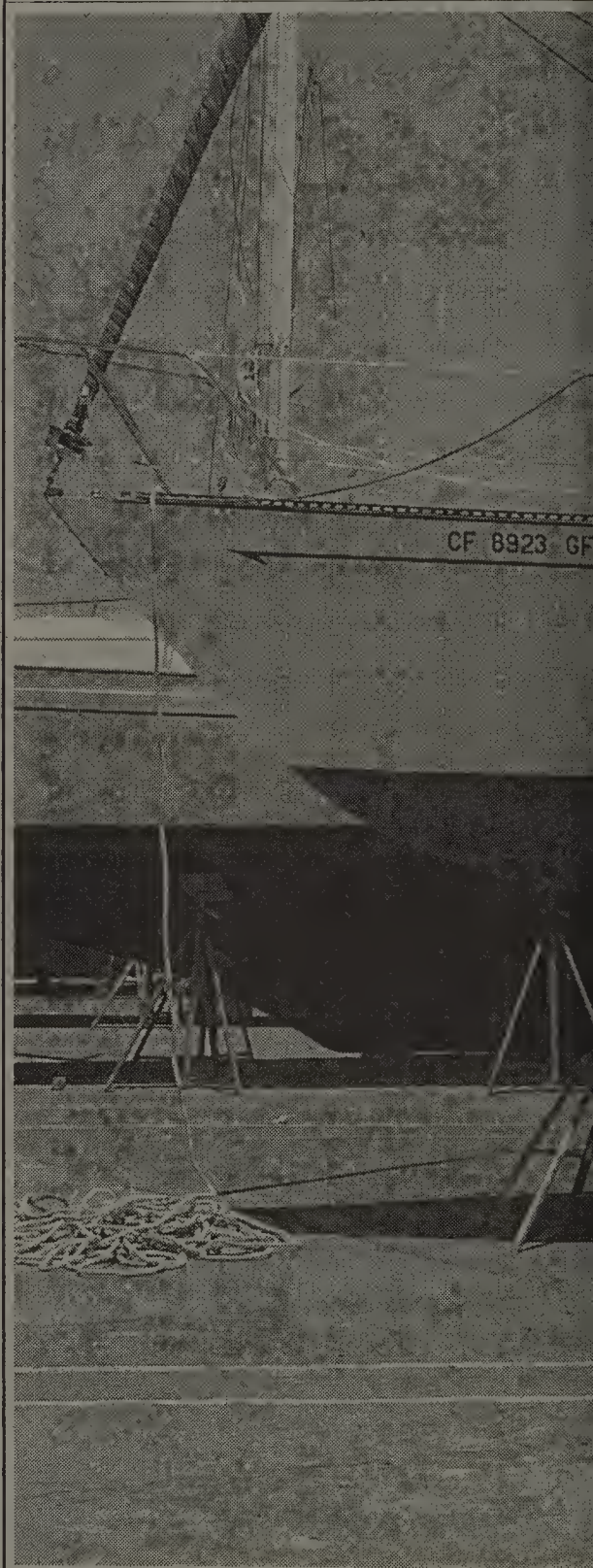
In light of, well, recent events, we figured a quick refresher on common signals and procedures might be in order.

VHF Channels

16 — Hailing other stations and Coast Guard, but not big ships. Also emergency channel.

14 — Vessel Traffic System (inside the bay)

13 — Big ship working and hailing
You should monitor Channel 16 when



course

underway (and 14 if you have a second radio). For more detail on Channel 14 and VTS procedures, log onto www.uscg.mil/d11/vtssf/ch14.htm.

Distress Transmissions

Mayday is a grave and immediate threatening situation to a life or to your boat. Situations including a person in the water, a collision, or a boat taking on water and in danger of sinking. Not to be

continued middle of next sightings page

what we sail — cont'd

reporter on the spot, in between pulling strings. Rob is a decent amateur sailor and turns down as many great rides as he accepts when they conflict too critically with our publishing cycle. (The sacrifices we make for you guys!) The other good reason we leave most of the racing coverage to Rob is that he's the only one here who remotely understands the various rating rules.

That's about it. There are no secret megayachts and no weekend flights to the South of France to hobnob with the pretty people.

Perhaps it now makes more sense why we avoid formal English in favor of a writing tone more reminiscent of regular boat folks talking to other regular boat folks on the dock — that's exactly what we are.



'Banjo' Andy and the mighty 'Aphrodite.' A bottom job well done — well, actually, just done — is cause for celebration.

SIGHTINGS

short sightings

OFF THE COAST — You've got to hand it to Alaskan businessman Rick Davidge for thinking 'out of the box.' His idea for easing the water shortage in Southern California is to moor a polyfiber bag the size of three football fields off the mouths of the Gualala and Albion Rivers in Northern California, fill them with winter and spring runoff and have a tugboat drag them down to thirsty SoCal. His proposals would require pumping about 14,000 acre-feet of water each year from both rivers. (One acre-foot is a volume one foot deep covering an area of one acre, or about 43,500 cubic feet.)

While Davidge insists the proposal is based on sound science, a number of roadblocks loom. For starters, California water regulators are allowing critics to lodge formal protests, which will likely take them a year or more to sift through before they make any decisions. Critics offer the usual array of complaints: that the plan would endanger fisheries and fresh water supplies, upset the ecological balance and create an eyesore. A bill awaiting the Governor's signature could offer further delays. If passed, it would require the University of California to conduct a five-year study looking at the effects that reduced flow in Northern California rivers would have on salmon and steelhead populations.

SANTA CRUZ HARBOR — Twenty years ago, *Latitude* readers 'met' Andrew Urbanczyk through a series of articles he wrote for us as he cruised the Ericson 30+ *Nord IV* on a one-year solo circumnavigation in 1983-'84 with a cat named Cardinal Virtue.

Now 67, Urbanczyk departed Pillar Point in late August aboard *Nord*, a 40-by-20-foot, self-made, two-masted raft made of redwood logs. He

continued on outside column of next sightings page

refresher

used for non-life threatening situations.

Pan (pronounced "pawn") is serious but not life-threatening (at the moment, anyway) situation. Dismasting or dead motor in a shipping lane are examples.

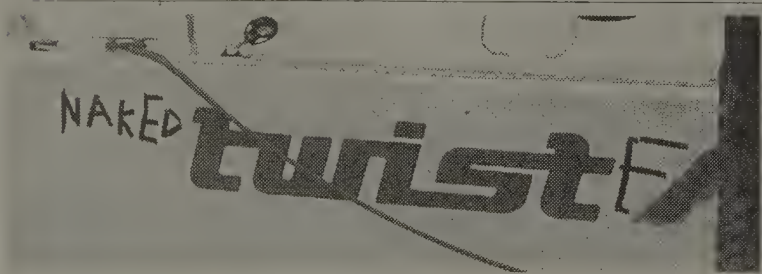
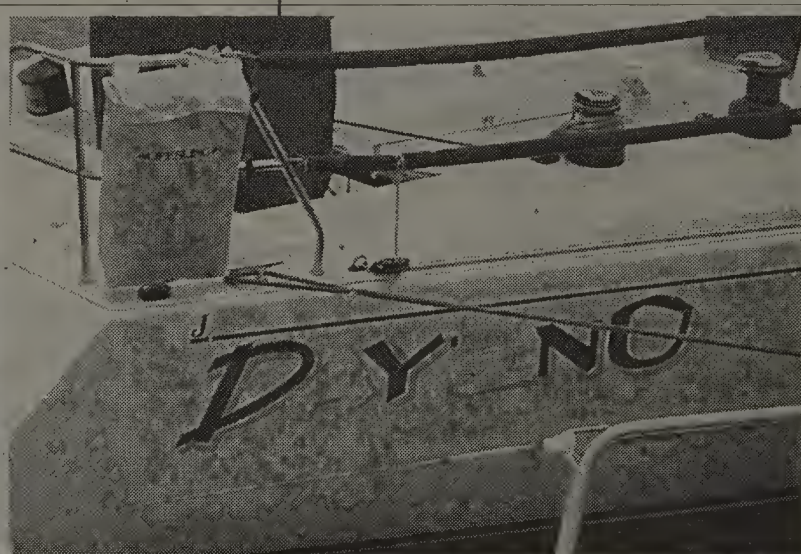
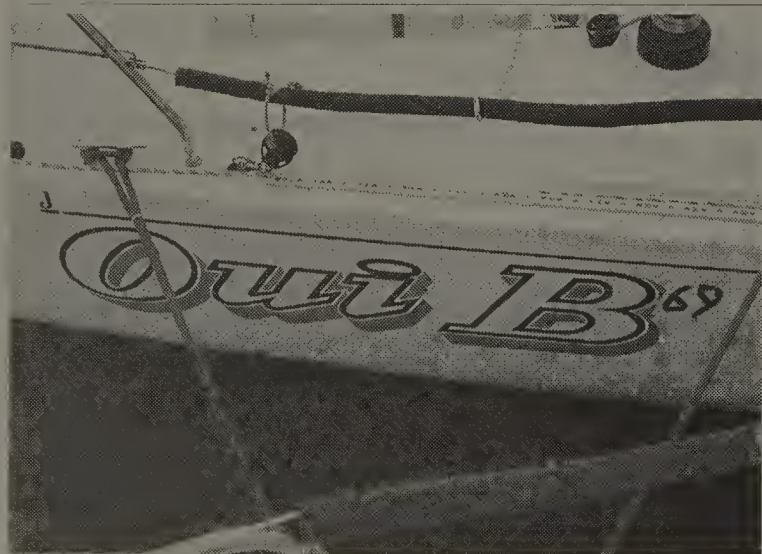
Security (pronounced "see-cure-ee-tay") is used in reporting potentially dangerous situations such as floating logs or someone not feeling good — any time it seems prudent to inform the Coast Guard and see what they or VTS wants to do about it.

Mayday relay — Hardly ever used inside the Bay, but helpful if you can hear someone calling *Mayday*, but the call doesn't seem to be reaching the Coast Guard.

Phone

VHF radio is preferable, but cellphones have given sailors a 'second tier' of emergency reporting possibilities.

In an emergency, Coast Guard SAR (Search and Rescue) can be reached at (415) 556-2103. This can be used by boats and/or worried people on shore. It's a good number to store prominently in your



It wasn't exactly the bowmen's midnight weenie roast atop the South Tower (remember that?), but we are happy to report that goodhearted hijinks have returned to the Big Boat Series. The objects of mischief this year were all seven members of the J/120 fleet. It all went down in the dark of night as the boats sat unmanned and . . . unguarded . . . at the dock.

When crews arrived in the morning, they found the boats creatively renamed using masking tape and electrical tape. *Dayeno* was now 'Dyno', *Mister Magoo* had become 'Mystery Magoober', and *Jolly Mona* was 'Jo Mama' (ooh, that's a good one). *Chance* had somewhat cryptically become '?' beside a picture of rolling dice, *El Ocaso* had been changed to 'Ill Ocaso', *OuiB5* was 'OuiB69' and *Twist* had become 'Naked Twister.'

Rumor on the street was the wild crime spree ended only after the vandals ran out of tape. No 'perps' had been apprehended as we went to press. However, judging by the grime, alcohol traces, poor syntax and sloppy graphic nature of the defacings, bowmen definitely top the suspect list.

— cont'd

cellphone's memory if you take it sailing (hint, hint).

911 is not recommended for boaters, only because it takes longer and has to go through more channels to reach the same place, Coast Guard SAR.

Horn Signals

One short blast — "I intend to turn to starboard and to pass you port-to-port."

Two short blasts — "I intend to turn to port and to pass you starboard-to-starboard."

Three short blasts — "My engines are operating in reverse" (the vessel could still be moving forward).

Five or more short blasts — "DANGER!" "Your indicated course is dangerous" or "I am in doubt as to your intentions." If a commercial vessel sounds five blasts, you should change course out of its path immediately.

One long blast — "My vessel is making way under power, with limited visibility and/or maneuverability." Used by vessels departing from a dock, pier or mooring, or a vessel making way in fog.



ALL PHOTOS TIMO BRUCK

shorts — cont'd

hoped to make a Pacific crossing to Hawaii or even Japan, but light breeze and steering problems caused him to abandon the voyage after a week. According to reports, Andrew will renew the attempt at a future date with another raft, somewhat smaller and more limber.

OFF MORRO BAY — In one of the most bizarre incidents we've ever heard of, on Thursday, September 5, a breaching whale partially landed on a fishing boat, killing a Bakersfield restaurant owner. Jerry Tibbs, the 51-year-old owner of Mr. Tibbs' Ribs, was thrown overboard when the whale glanced off his 22-ft fishing boat, *The BBQ*, about 7 miles off Morro Bay. Tibbs' three fishing buddies were unfamiliar with the operation of radio and emergency equipment, which delayed notification of the Coast Guard. After extensive searches of the area, Tibbs' body was found on Monday. It was not known whether he was killed during the impact or drowned after going in the water. Accounts from the people on board *The BBQ* variously describe the whale as a gray or humpback.

CURRENTLY ALL OVER THE INTERNET — Like just about everything else in the old days, manure used to be transported by ship. In dry form, it was no problem. But once it got wet, it not only became heavier, but the process of fermentation began again, which produced methane gas, which is explosive. According to the latest urban legend, all sorts of ships were supposedly lost when some hapless sailor went below decks with a lantern.

"Several ships were destroyed in this manner before discovering what was happening," according to one writeup on the website Tickle Me Now (www.teddwebb.com/tickle_me/jokes/shit.html). "After that the bundles of manure were always stamped with the term S.H.I.T on them, which meant to the sailors to "Ship High In Transit". In other words, high enough off the lower decks so that any water that came into the hold would not touch this volatile cargo and start the production of methane.

According to more staid sources, the word is derived from the Old English *shite*, which originally meant to divide or separate (in this case, separate excrement from the body). But that explanation is a lot more boring.

AUSTRALIA — One sailor was killed and three were missing and presumed lost after the Lyons Extreme 50 *Excalibur* capsized Monday night, September 16. The accident occurred about 40 miles off Port Stephens, Australia, as the boat, which is owned by Royal Melbourne Yacht Squadron Vice Commodore Alan Saunders, was being delivered south after competing in a series of events that ended with the Hamilton Island Race Week. About 9 p.m., as the boat was reaching along under double-reefed main and a #4 in about 30 knots of wind, the surviving crew say they heard a loud bang, which turned out to be the keel parting company with the hull. The boat capsized almost immediately.

Three of the six crew were in the cockpit at the time of the capsizing. Two, John Rogers and Brian McDermott, were able to cut their tethers and escape to the surface. The boat's 10-man canister raft had self-inflated but had blown away in the heavy conditions. So they strapped themselves together (they were both wearing lifejackets), one holding an activated personal EPIRB, one a strobe. They were spotted and retrieved several hours later by a passing ship that had been diverted to look for them.

The body of the third crewmember in the cockpit, 51-year-old Christopher Hayes, was found Tuesday morning floating near the upturned hull. At this writing, despite a massive search (including inside the hull by divers), no sign has been found of the three remaining crew, all of whom were below at the time of the capsizing: Peter Lloyd, 51, Tracey Luke, 32 and Anne Marie Pope, 30, were all from Melbourne.

The yacht herself has been stabilized by air bags and was expected to be hoisted soon onto a barge or ship. The keel failure may have been caused by a collision with something underwater.

BIG BOAT SERIES 2002

The St. Francis YC-hosted, Rolex-sponsored 38th Big Boat Series came roaring back last month, with 109 boats competing in the seven-race, no-throwout regatta on September 12-15. It was the second biggest gathering in the event's distinguished history, behind only the 2000 milestone of 112 boats. Last year's abandoned Series would have been the largest — 119 boats were poised to sail, including 35 pioneers under the new Americap II rule — but considering the glum state of the economy, this year's turnout was just fine.

The Series began with a tribute to the 9/11 victims during the Commodore's Reception on Wednesday night. A wreath was dropped in the water between 'A' and 'B' buoys, and a moment of silence was observed as the assembled crowd reflected on events that occurred a year ago to that day. The racing began on Thursday, with ten classes — eight one design classes and two Americap II divisions — duking it out on two different race tracks. Weather throughout the Series was mostly grayish and cold until Sunday's final race, a Bay Tour in glorious fall conditions.



'Pendragon's John McLaurin and tactician Mark 'Crusty' Christensen.

In addition to the normal trophies, five expensive Rolex Submariner watches were at stake for the winners of the most competitive classes — Farr 40s, J/105s, TP-52s, and the two Americap classes. Just 19 boats signed up for the Americap racing, down from last year's would-be turnout and significantly off the number of PHRF entries the regatta usually attracted. Despite the hue and cry for a VPP-based, multiple-number rating system, it seems not many boats — particularly local ones — are taking the bait.

Dan Nowlan, the Offshore Director of US Sailing, was here to observe and help with the Americap scoring. "After sort-

ing through the debris, I think the rule did a good job of rating most boats. The well-sailed ones did consistently well," stated Nowlan. "However, there were a few problems — notably not enough players to support three classes, which made the spread too big in the 'A' fleet. Americap, as it turned out, also can't rate the Schock 40 well in heavy winds, and we may be officially withdrawing their certificate and returning their fee. We also need to do a better job of explaining and promoting the rule."

While the jury is still out on the success of Americap II and its future as the Bay's big boat handicap rule, the one design racing — which is what the BBS has largely turned into — was spectacular. The shoreside scene was also loads of fun, with contributing sponsors Mt. Gay Rum and Dry Creek Vineyards helping fuel the festivities. The clubhouse, parking lot and docks were jammed as

Red rocket — 'Pendragon's 16-person crew goes for a hike on the Bay.



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never before, with many of the upscale programs bringing increasingly large logo'ed trailers, as well as their ubiquitous Protectors, to the fray.

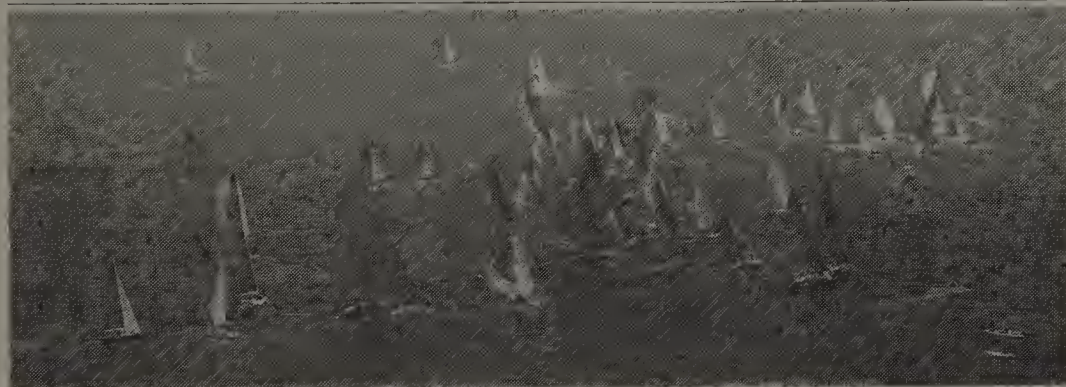
It was a colorful swirl, and a fitting celebration on which to end the summer sailing season. Here's a quick look at the winners of each class:

Americap II-A — Pendragon IV

Los Angeles real estate developer John MacLaurin is a fixture at the BBS, having sailed 14 Series in three different *Pendragons*. He's now taken class honors six times, and even won the Series overall in his One Tonner back in 1987, the first and only year an overall trophy was awarded. This was the third time MacLaurin has brought up *Pendragon IV*, the fire-engine red Davidson 54 which inspired the TP-52 box rule, and after a third in '99 and a second to *Esmeralda* in '00, he was due for a win.

"It was a combination of Americap treating us well, and the boat being sailed flawlessly," noted MacLaurin. A trio of

illbruck vets — Kiwis Mark 'Crusty' Christensen (tactics/back-up driver) and Justin Ferris (bow), and Canadian Rich-



Birdseye's view — The Bay got a little crowded with 109 boats racing. There also seemed to be more commercial traffic than usual this year.

ard Clarke (main) — reinforced an already strong crew, and three days of heavy-air practice before the Series also contributed to the victory. "The winds were actually lighter during the races than for practice," said MacLaurin. "We

were like Roman soldiers training with lead swords — our 'swords' seemed light in battle. We were ready!"

Rounding out the 16-person crew were regulars Susie MacLaurin (wife/navigator), Mike Priest, Liz Hjorth, Ken

Harvard, Tom O'Connor, Michael Firman, Rick Rogers, Jennifer Tejada, Kellie Fennessy, Ralph Mailloux, Morgan Cox and Chuck Kallal. Interestingly, no Bay Area rockstars were included ("We've given up on local knowledge!").

Pendragon has been racing Wednesday nights in Marina del Rey under Americap II, so MacLaurin already had some notion of how the rule worked. "At first it was imponderable, and I hated being at the mercy of anything I don't understand," he said. "But we're starting to get the hang of it and, if the close finishes at the BBS are any indication, it's a good rule. I think the club did a great job of implementing Americap in a logical way."

MacLaurin, however, was also convinced that the rule didn't fairly handicap his main competition, the canting-keeled Schock 40 *Cita*. "It's like sailing against a multihull — they shouldn't have been in our class," claimed MacLaurin. "In fairness, there's no known rating system yet which works for boats like that. I'm not against advances in technology, but just think they need to be put in their proper category."

Rounding out this 10-boat hodgepodge were runner-up *Cita* and the new jumbo Perry 65 *Icon* from Seattle. Fourth, and first local boat, was Sy Kleinman's venerable Schumacher 54 *Swiftsure II*.

Americap II-B — Chance

Paul 'PK' Kent, who grew up in a large and prominent Long Beach sailing family, has returned to sailboat racing with a vengeance. After taking the last dozen years off from competitive sailing due to other distractions (he manages a stock brokerage office in San Francisco and is a single father with two young boys), PK recently traded up from a Wilderness 40



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cruising boat to his hot new Farr 395. He sailed *Chance* in just two regattas prior to the BBS — North Sails Race Week (where he came in second) and the Quick Boat Series (fourth).

Bob Garvie's chartered Sydney 38 *Copernicus* led this 9-boat class out of the blocks with two bullets the first day. Down the stretch, however, it was a battle for first between *Chance* and John Siegel's Wylie 42 *Scorpio*, with the outcome hanging in the balance until the final race. *Chance* won the finale, and also — thanks to three bullets — won overall class honors on a tiebreaker. "I'm still reacquainting myself with the sport, and the learning curve has been steep," confessed Kent. "To win the BBS came as a great surprise."

Chance's crew, chosen for their "fun factor" as well as sailing skills, included many Southern Californians — tactician Alex Camet, older brother Steve Kent, Tim Wells, Mike Hovermale, Doby Byers, Andy Clark, Pam and Dave Millett, Drew Gay, Jim Barkow, Dave Munday and



On a roll — Jim Demetriades (left) and tactician/designer Bruce Nelson dominated the TP-52s with 'Yassou'.

PK's 8-year-old son Robert ("He wants the Rolex, figuring I already have a watch!"). Kent also credits Jeff Madrigali for tuning the boat up for the Bay and Jana Madrigali for organizing his program.

"Americap was a learning experience, too," said Kent. "We generally had some idea how we were faring relative to our

'Alta Vita' (foreground) and the TP-52s put the 'big' in this year's Big Boat Series.

closest competition, but you never really knew how you did until the results were posted. Still, I believe this rule is a positive step towards keeping all boats, regardless of age or design, out on the race course."

TP-52 — Yassou

Jim Demetriades's N/M-designed TransPac 52 *Yassou* is firing on all cylinders lately, as evidenced by their dominant 2,1,2,1,1,1,1 performance at the BBS. On top of *Yassou's* earlier North Sails Race Week win, this leaves little doubt who the top inshore TP-52 is these days. It was Demetriades's first time at the BBS — remarkably, he only started racing about three years ago, moving up quickly from a Schock 40 to his present thoroughbred.

"A successful program is the result of a dozen or so key components," figured Jim, the CEO of a Los Angeles software



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ALL PHOTOS LATITUDE 38

company. "We've covered all the bases — design by Bruce Nelson, construction by Eric Goetz, North Sails, Hall Spars, and Stan Gibbs does a fantastic job managing the boat. We also have a really, really good crew!"

Indeed, Yassou's crew was probably the most top-heavy with talent of any boat at the BBS: Bruce Nelson (tactics), Russ Silvestri (local knowledge), Ross MacDonald (main), Dave Tank, Dave Culver, Chuck Simmons, Bill Peterson, Randy Smith, Grant Wooten, Rob Snyders, Stan Gibbs, Tom Pollack, Dave Gruver and Don Whelan. "We have fun together, too," noted Pollack, who doubles as the executive director of the TP-52 class. "We had four huge crew dinners in a row, sitting down somewhere new every night at 7:30."

Demetriades, despite only steering "about 40 races" in his life, proved to be a potent owner/driver against a tough

fleet. The two races Yassou lost — both to *Alta Vita* — were by margins of 15 and 30 seconds. Four of their five bullets were

Mad to the Bay was in 1999, when he came in second in the NOOD, third in the Worlds, and fourth in the BBS. John Kilroy's *Samba Pa Ti* won all three of those events, and Richardson knew who he had to beat.



'Copernicus' (left), sailed by former 'Bullseye' owner Bob Garvie, chases 'Scorpio'.

by landslide margins, 2-4 minutes, and the victories were accomplished in a range of wind strengths. "They got good starts and from the rating certificates, Yassou was the stiffest boat," commented Alan Andrews, who sailed aboard *J-Bird*. "That extra sail-carrying ability translated to better speed or pointing on the upwind legs, which was important in a windy series."

ESPN had cameramen aboard all the 52s to get footage for their 'Best in the West' show, which will air on November 18 (10:30 p.m.) and 19 (10:30 a.m.) and feature the BBS, the Star Worlds, the Ensenada Race, and more. The one-hour ESPN-2 program will highlight the J/105s and the TP-52s, three of which (*Victoria*, *J-Bird*, *Rosebud*) are now heading back East for the winter. The Yassou campaign will be put on hold for awhile, as Demetriades and his wife are expecting twins in January.

There could be as many as eight TP-52s at next year's BBS. The next one — Hong Kong businessman Karl Kwok's Farr-designed, Ian Franklin-built boat — is due to launch prior to next summer's TransPac. See www.transpac52.org for more about this still-developing class.

Farr 40 — Barking Mad

The last time Boston attorney Jim Richardson brought his Farr 40 *Barking*

Assisted by tactician (and illbruck alum) Stu Bannatyne, Richardson got off to a fine start on Thursday, going 4.2 to tie with *Crocodile Rock* for the daily honors. On Friday, after an awesome 1.2 outing, *Barking Mad* was in sole possession of the lead. *Barking Mad*'s uncharacteristic 12th in the fifth race, matched by *Samba*'s bullet, soon tipped the scales



Paul Kent (Farr 395 'Chance') and future bowmen Peter (left), age 4, and Robert, age 8.

back in *Samba*'s favor by three points.

Disaster struck *Samba*, along with *Croc Rock* and *Cavallino*, in the sixth race when the trio was DQed by the race committee for interfering with commercial traffic. The latter two boats actually sailed between an escort tug and a sec-



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ond tug towing a barge, while *Samba* tacked away, but too late to escape the RC's wrath. "They blew it," claimed race manager John Craig, who has worked hard to maintain a good relationship with Vessel Traffic Control. "Our reaction was harsh, but necessary if we want to keep

company. His good fortune has carried over to the race course in his first year of campaigning his SC 52, including a third in class in the windy Coastal Race

Winnetou immediately motored into StFYC, where an ambulance was waiting. Two medics in a chase boat even met them on the way in. "The club did a great job of responding to our emergency," said Brauns. "The lesson is: If an experienced sailor like Dave can have an accident like this, don't think it can't happen to you. The loads involved in sailing are tremendous, and this should be a wake-up call



Bow to bow — The Santa Cruz 52s 'Morgana' (foreground) and 'Elyxir'.

running races on the Bay. They were probably lucky not to be fined, as well."

Barking Mad won that controversial race, while *Samba* and the two others ate 21 points. From there, Richardson and his talented squad — Mark Sims, Gerry Mitchell, Jonathan Swain, Dave Armitage, Steve Inman, Theresa Dirocco, Kevin Kelble and Kyle Weaver — only had to sail clean to win the Series. They posted a second in the final race anyway, winning overall by a comfortable 13-point margin over David Thomson's *Peregrine*, which in turn took second on a tiebreaker with Peter Stoneberg's *Shadow*. The chastised *Samba* finished fourth, claiming the West Coast Season Championship in the process, as well as class honors in the new S.F. Bay Series (see 'box scores' in *The Racing Sheet*).

Next up on the Farr 40 circuit is their 2002 Worlds in November in Nassau. *Barking Mad*, *Samba* and *Morning Glory* — all big-buck, two-boat programs — are heading back, as is *Grooverderci*.

SC 52 — *Winnetou*

Winnetou owner Martin Brauns knows a thing or two about success — at 42 years old, he recently retired from being the CEO of a Peninsula software

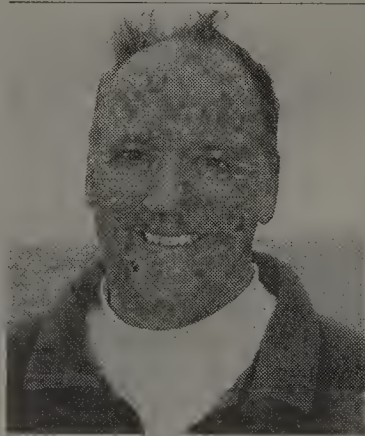
and a dominant performance in the BBS.

Brauns comes from a cruising background, though he did race his previous boat, the Hylas 42 *Springbok*, to a division win in the '96 Pac Cup. "This was literally my first time steering a buoy race — and I had a blast!" he claimed. "Fortunately I had Norman

Davant yelling at me and doing tactics, and we had a very good crew." On board *Winnetou*, the newest SC 52 of the 28 built, were Robin and Betsy Jeffers, Hunt Conrad, Dave Morris, Bill Dana, Bob Condon, Barry Demark, Brent Vondross, Chris Ebbehøj, James Collins, Jeff Penny, Hugh Loveless, James Tung, and Jilles Combrission.

A fifth SC 52, *Natazak*, had problems on the delivery back from Hawaii

and showed up too late to compete in the Series. *Winnetou* topped the tiny four-boat class with ease, posting a 2,1,5, 1,1,1,2 record. Their fifth place finish — actually a DNF — occurred, ironically, while they were enjoying their biggest lead of the Series. Trimmer Dave Morris, a veteran Monterey Bay sailor, somehow lost the tip of his right hand's middle finger while trying to free up the jib sheet during a tack.



Jim Richardson ('Barking Mad') won the Farr Wars.



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Above, happy SC 52 winner Martin Brauns ('Winnetou'). Below, 'Pegasus' leads a clump of Farr 40s into the weather mark.

to everyone."

1D-35 — Zsa Zsa

Bill Wright, a San Francisco attorney, has been on fire lately with *Zsa Zsa*, winning the 1D-35 class at both the NOOD and the BBS. The well-travelled *Zsa Zsa* program is peaking at the right time, as the 1D-35 West Coast Championship is coming up in San Diego on October 5-6. That's the fifth and final regatta of their

West Coast season championship, and *Zsa Zsa* now holds a slim one-point lead over *Tabasco*.

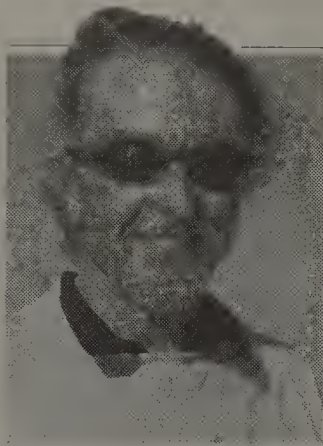
At the BBS, owner/driver Wright and crew — tactician George Szabo, Peter King, and the Northwest contingent of Herb Cole, Charlie Adams, Hamish Purdey, Pete Watkins and Mike Claxton — started a little slow, but came on strong at the end with a pair of timely bullets. "The fleets kept getting intermingled, and George became really good at using other boats as blockers," noted



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Wright. "Our racing was actually a lot closer than the scores indicate."

Zsa Zsa's appearance in her home waters was a brief one, and she has since returned to her adopted port of San Diego, the center of West Coast 1D-35 sailing. After two years of nonstop bicoastal campaigning — which included a fine second overall in the 1D-35's 2001 East Coast Championship — Wright is trimming his sailing schedule a bit. His other boat, the Bianca 41 *Sundog*, is now for sale, and he will



Bill Wright ('Zsa Zsa').

only race *Zsa Zsa* on the West Coast this season.

"We usually get 8-10 boats on the line for our San Diego races," said Wright. "We're hoping to up that number to 10-12 this coming year. The class is alive and well, and we're having fun both on and off the water."

J/120 — *Chance*

In an unusual coincidence, another

boat named *Chance* won this class, also on a tiebreaker. Barry Lewis's surging J/120 *Chance*, sailing in her first full season and also fresh off an upset victory in the NOOD, continued her winning ways, albeit barely. They finished tied with the class's benchmark, Steve Madeira's green *Mr. Magoo*, but won on the tiebreaker (two bullets to *Magoo's* none). *Magoo*, however, held on to win the inaugural 28-race, 4-throwout J/120

Escape from Alcatraz — 'Tangled Web' chases the 1D-35 pack up the middle of the Bay.



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season championship, which culminated with the BBS.

Chance fired off two convincing bullets on the first day while *Magoo* went 2,3. The trend continued on Friday when *Chance* extended their lead by two more points. With *Magoo's* seven-point season lead evaporating quickly, the double prize of the BBS and the season title suddenly seemed within reach for Lewis and tactician Seamus Wilmot, Blair Adams, Matt Gingo, Zach Gursky, Simon de Montfort Walker, Michael Redmond, Jim Pearson, David Krause and Theresa

Brander.

It wasn't to be. In the fifth race, *Chance* and *Dayenu* rounded the weather mark together and began setting their huge asymmetrical kites. *Dayenu*, to leeward, wrapped hers on the hoist, and spun up to keep *Chance* from rolling over her. *Chance*, with her chute halfway up and no forward vision, tangled with *Dayenu*; and after spinning a 720°, went on to take a lowly fifth. Their subsequent 4,3 finishes were just good enough to hold off *Magoo*.

"We surprised ourselves!" said Lewis, a wireless communications entrepreneur who grew up sailing dinghies on the East Coast. "This is my first keel boat, and our crew was relatively inexperienced — though quite enthusiastic! — at the beginning of the season. We've come a long way, but so have the other boats in our class. Everyone has stepped up their programs lately, and the racing is suddenly quite close!"

The only disappointment, a minor one, was that no Southern California J/120s made the trek up for the Series. "Four of our fleet went down to Long Beach for the Nationals in July, and spent the whole time lobbying the SoCal fleet to join us for the BBS," said Lewis. "Maybe we'll have better luck next year."

Beneteau 40.7 — *Mojo Rising*

"I really didn't expect to win," admitted Brendan Busch, who was drafted at the last moment to sail *Mojo Rising* by owner Ben Oldham, the local Beneteau dealer, in order to get the requisite five boats to qualify as a fleet. "I'd never even seen one of these boats until we went out practicing on Wednesday, when we promptly broached and shrimped, among other things."

Busch, however, is a versatile sailor (he owns the Santana 35 *Ice Nine*, the Express 27 *Attack From Mars*, the Inter 20 catamaran *Team LexisNexis*, and is currently in the market for an Express 37) and a quick learner. He also has an adventurous streak, which has led to competing in the East Coast's legendary Worrell 1000 Race three times. The BBS project appealed to him, so he gathered up a bunch of buddies, all of whom race boats in the 22-27 foot range. "The Beneteau seemed big and plush to us!" said Busch, a 34-year-old Microsoft software engineer.

Against the odds, *Mojo* crushed her sisterships, posting six bullets and a third. The already small fleet thinned out



J/120 '*Chance*' tactician Seamus Wilmot (left) and owner/driver Barry Lewis.

further after the fourth race, when *White Dove* and *Tout Suite* bashed into each other at a leeward mark rounding. Both were DSQ'd — *White Dove* for elbowing in without room, and *Tout Suite* for not avoiding a collision — and *White Dove* was sidelined for the last two days with separated bulkheads. The rest of *Mojo's* Series then turned into a match race with *Battant*.

Sailing on *Mojo* were tactician Mike O'Callaghan, Joel Davis, Debi Cohn, Simon Shortman, David Johnson, David Halliwill, Michael Thornton, Jim Korkosz and Tony Booth. "They really pulled together and handled all my attempts to unnerve them!" said Busch. "By the end of the Series, we were a well-oiled machine. Thanks to everyone on the crew, and especially to Ben for being so generous with his boat."

Express 37 — *Golden Moon*

This was the Express 37's twelfth appearance in the BBS, and once again the regatta doubled as their Nationals. A 'newcomer', Kame Richards and Bill Bridges' *Golden Moon* (ex-*Bliss*, ex-*Ringmaster*) took the title in a squeaker over Mark Dowdy's *Eclipse*, the 2002 season champion and the winner of the last three Big Boat Series. *Eclipse* suffered a medical emergency in the last race and withdrew, dropping them out of contention for first, but still into a solid second.

"It's a tough class," noted helmsman Richards. "We only won one race, but we consistently managed to come in second. We'd hardly raced the boat, and our crew had never sailed together, but their aggregate skill level and patience bailed us out of some pretty desperate situations!" Joining Kame and Bill in their BBS debut as owners were tactician Kim Desenberg, Scott Owens, Aimee Hess, Karina Shelton, Sutter Schumacher, Lance Vaughn, Evan Polley and Troy Bethel.



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Designed back in 1984, the Express 37 class is — almost improbably — still going strong. "It's a tribute to the great boat Carl (Schumacher) designed, and the people who sail them," claimed

Richards. "There's genuine camaraderie in the class. We race against each other as hard as we know how, then everyone rafts up together to share information, laughs and beer. Everyone helps each

other, such as when *Il Falco* needed to borrow a #1 or when *Spindrift* needed a back-up main halyard. Racing sailboats is a lot more fun when your competitors will help you, rather than hold you back."

2002 BIG BOAT

Yacht	Owner/Regatta	Design	Yacht Club	1	2	3	4	5	6	7	Total
AMERICAP II - A											
1. <i>Pendragon 4</i>	John MacLaurin/Mark Christensen	Davidson 54	St. Francis	2	1	4	4	1	1	2	15
2. <i>Cita</i>	Cita Litt/George Twist	Schock 40	Newport Harbor	6	3	1	1	2	5	1	19
3. <i>Icon</i>	Richard Robbins/Jim Roser	Perry 65	Seattle	1	4	9	3	7	2	3	29
4. <i>Swiftsure II</i>	Sy Kleinman/Steve Taft	Schumacher 54	St. Francis	5	2	7	2	4	4	7	31
5. <i>Wasabi</i>	Dale Williams/Jeff Madrigali	ILC 46	St. Francis	4	5	5	5	3	6	4	32
6. <i>Flash Gordon II</i>	Steve Travis/Bob Pistay	Farr 43	Corinthian-Seattle	3	6	2	7	4	8	5	35
7. <i>High 5</i>	Ross Rittor/John Shampain	Farr 40	San Diego	8	7	3	6	8	7	8	47
8. <i>Zamazaan</i>	Charles Weghorn	Farr 52	St. Francis	9	8	8	8	6	3	6	48
9. <i>Jeantex USA</i>	Antony Barran/Harry Pattison	ILC 40	California	7	9	6	10	5	10	9	56
10. <i>Tatoosh</i>	Tom & Wendy Hutton	Swan 51	St. Francis	10	DNS	10	9	10	9	10	69
AMERICAP II - B											
1. <i>Chance</i>	Paul Kent/Alex Camet	Farr 395	San Francisco	3	4	1	3	1	4	1	17
2. <i>Scorpio</i>	John Siegel/Bren Meyer	Wylie 42	St. Francis	2	3	2	4	3	1	2	17
3. <i>Copernicus</i>	Bob Garvie/Peter Cameron	Sydney 38	St. Francis	1	1	3	2	7	3	3	20
4. <i>Just In Time</i>	Norman Olson/Frank McNear	Beneleau 42s7	St. Francis	6	2	7	1	5	2	4	27
5. <i>Infrared</i>	Ray Lopez/Tom Gritzer	Davidson 44	Stockton SC	5	6	4	6	8	6	6	41
6. <i>Equity</i>	Thomas Holthus	Swan 46	San Diego	4	7	5	8	6	5	8	43
7. <i>Windwalker</i>	John Sparborough/Jim Lindsay	J/46	San Francisco	7	5	8	5	4	7	7	43
8. <i>Oni</i>	Peter Krueger	Beneleau 36.7	St. Francis	8	9	9	7	2	8	5	48
9. <i>Infinity</i>	Gary Gebhard	Holland 47	Richmond	9	8	6	DNF	DNF	DNF	DNF	63
ONE DESIGN 35											
1. <i>Zsa Zsa</i>	Bill Wright/George Szabo	1D-35	St. Francis	2	5	3	2	3	1	1	17
2. <i>Koinonia</i>	Doug Ament/Casey Schnoor	1D-35	San Diego	6	1	4	1	2	4	4	22
3. <i>Tabasco</i>	John Wylie/Rick Merriman	1D-35	San Diego	1	3	5	3	4	2	6	24
4. <i>Jacaibon</i>	John Musa/Wally Cross	1D-35	Dillon	4	8	1	7	1	6	2	29
5. <i>Kili-A-Watt</i>	David Rillie/Rodrigo Morales	1D-35	SDYC/CHA	5	2	8	4	5	3	3Y	30
6. <i>Victory</i>	Buddy Cribb/Mark Foster	1D-35	Coral Reef	3	4	2	5	7	5	5	31
7. <i>Tangled Web</i>	Nell Senturia/Mark Gaudio	1D-35	San Diego	7	6	6	6	6	7	7	45
FARR 40											
1. <i>Barking Mad</i>	Jim Richardson/Stu Bannatyne	Farr 40	New York	4	2	1	2	12	1	2	24
2. <i>Peregrine</i>	David Thomson/Brian Camet	Farr 40	San Francisco	6	4	5	7	5	2	8	37
3. <i>Shadow</i>	Peter Stoneberg/Gary Weisman	Farr 40	RNYC/SIFYC	3	12	4	6	6	3	3	37
4. <i>Samba Pa Ti</i>	John Kilroy/John Kostecki	Farr 40	St. Francis	2	5	7	1	1	21D	1	38
5. <i>Joss</i>	Owen Kratz/John Bertrand	Farr 40	Houston	1	7	18	4	7	8	4	49
6. <i>Groovederci</i>	Deneen Demourkas/Dee Smith	Farr 40	Santa Barbara	8	9Y	3	5	2	15	7	49
7. <i>Crocodile Rock</i>	A. Geremia & S. Harris/R. Haines	Farr 40	SBYC/CYC	5	1	10	3	4	21D	16	60
8. <i>Morning Glory</i>	Hasso Plattner/Bouwe Bekking	Farr 40	Kiel	9	10	2	9	15	4	15	64
9. <i>Temptress</i>	Alan Field/Scott Dickson	Farr 40	California	18	15	8	17	3	6	6	73
10. <i>Pegasus</i>	Philippe Kahn/Michael Coxon	Farr 40	Waikiki	10	9	12	16	10	9	10	76
11. <i>Gone Too Farr</i>	David Carrel/Jason Rhodes	Farr 40	San Francisco	16	8	13	10	11	14	9	81
12. <i>Non Sequitur</i>	D. Watts & T. Thayer/W. Paxton	Farr 40	RYC/StFYC	7	18	14	14	16	5	11	85
13. <i>Astra</i>	Mary Coleman/Sylvain Barrielle	Farr 40	San Francisco	13	13	6	19	19	11	14	95
14. <i>Mayhem</i>	Bob Wolfe/Eric Bentz	Farr 40	RYYC	12	14	19	15	8	13	17	98
15. <i>Revolution</i>	Brack Duker/Mark Reynolds	Farr 40	California	19	19	9	11	18	10	13	99
16. <i>Wired</i>	Rob Weed/Pete McCormick	Farr 40	Tiburon	20	16	20	12	20	7	5	100
17. <i>Kokomo</i>	Lang Walker/Roger Hickman	Farr 40	CYCA	17	20	11	8	14	12	18	100
18. <i>Cavallino</i>	Zarko Draganic/Howie Schiebler	Farr 40	St. Francis	11	11	15	21	13	21D	12	104
19. <i>Still Crazy</i>	Bill Helming/Sean Svendsen	Farr 40	Boothbay Harbor	14	17	16	13	9	17	20	106
20. <i>Slingshot</i>	Chuck Parrish/Doug Holm	Farr 40	St. Francis	15	6	17	18	17	16	19	108
J/120											
1. <i>Chance</i>	Barry Lewis/Seamus Wilmot	J/120	SSS	1	1	2	2	5	4	3	18
2. <i>Mr. Magoo</i>	Steve Madeira/Dave Grandin	J/120	St. Francis	2	3	3	3	3	2	2	18
3. <i>Dayenu</i>	D. Jermaine & D. Payan/D. Holscher	J/120	St. Francis	3	2	6	1	1	6	6	25
4. <i>Twist</i>	Timo Bruck/Bill Colombo	J/120	Encinal	4	5	1	4	6	1	5	26
5. <i>El Ocaso</i>	Rick Wesslund/Randy Bigony	J/120	San Francisco	7	6	5	6	2	3	1	30
6. <i>Oui B 5</i>	John Sylvia	J/120	St. Francis	5	4	4	5	7	7	4	36
7. <i>Jolly Mon</i>	Mark Bowman	J/120	St. Francis	6	7	7	7	4	5	7	43

— THE GOOD TIMES ROLL AGAIN

The spirit of the Express 37 class was typified by their traditional Thursday night dinner at StFYC, which once again featured Seattle-based photographer Kelly O'Neil showing slides from that

day's racing as well as photos from her Express 37 archives. Class founders Glenn and Gaby Isaacson attended, as did Marilyn Schumacher, and Carl's presence was, we're told, very much in

the room.

J/105 — Good Timin'

The Good Timin' juggernaut steam-rolled the 33-boat J/105 fleet, posting

SERIES RESULTS

<u>Yacht</u>	<u>Owner/Rockstar</u>	<u>Design</u>	<u>Yacht Club</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	<u>7</u>	<u>Total</u>
TRANSPAC 52											
1. <i>Yassou</i>	Jim Demetriades/Bruce Nelson	N/M TP-52	Los Angeles	2	1	2	1	1	1	1	9
2. <i>Alta Vita</i>	Bill Turpin/Jay Crum/Jeff Thorpe	Dav. TP-52	St. Francis	1	2	1	3	4	5	2	18
3. <i>Victoria 5</i>	Mike Campbell/Chris Dickson	And. TP-52	StFYC/LBYC	4	3	3	2	3	2	3	20
4. <i>J/Bird III</i>	D. Janes/P. Heck/S. Wijsen	And. TP-52	Bahia Corinthian	3	4	5	5	2	4	4	27
5. <i>Rosebud</i>	Roger Sturgeon/Rob Schuyler	R/P TP-52	Santa Cruz	5	5	4	4	5	3	5	31
BENETEAU 40.7											
1. <i>Mojo Rising</i>	Brendan Busch/Mike O'Callaghan	Ben. 40.7	Richmond	1	1	3	1	1	1	1	9
2. <i>Battant</i>	Chris Herron/Jason Crowson	Ben. 40.7	San Francisco	2	5	2	2	2	2	2	17
3. <i>Tout Suite</i>	Tim Merrill/Jimmy Coburn	Ben. 40.7	Benicia	3	3	4	6D	4	3	3	26
4. <i>Night Train</i>	Bill Canada/Steve Schneider	Ben. 40.7	Corinthian	5	4	5	3	3	4	4	28
5. <i>White Dove</i>	Mike Garl/Roy Haslup	Ben. 40.7	Sequoia	4	2	1	6D	6	6	6	31
EXPRESS 37											
1. <i>Golden Moon</i>	B. Bridge & K. Richards/K. Desenberg	Exp. 37	Encinal	2	2	2	1	3	2	2	14
2. <i>Eclipse</i>	Mark Dowdy/Bill Melbostad	Exp. 37	San Francisco	1	1	3	2	1	3	9	20
3. <i>Bladerunner</i>	Mick Shlens	Exp. 37	Cabrillo Beach	3	3	4	3	2	5	5	26
4. <i>Expeditious</i>	Bartz Schneider/David James	Exp. 37	San Francisco	4	5	1	6	5	7	1	29
5. <i>Elan</i>	Bill Reiss/Dave McMurty	Exp. 37	Richmond/Encinal	5	4	5	5	4	1	7	31
6. <i>Melange</i>	Jim Reed	Exp. 37	St. Francis	8	8	7	4	6	4	3	40
7. <i>Spindrift V</i>	Lynn & Larry Wright	Exp. 37	Richmond	6	7	6	9	7	6	4	45
SANTA CRUZ 52											
1. <i>Winnetou</i>	Martin Brauns/Norman Davant	SC 52	San Francisco	2	4	5	1	1	1	2	13
2. <i>Elyxir</i>	Paul Ely/Pepe Parsons	SC 52	St. Francis	3	2	3	2	2	2	1	15
3. <i>Morgana</i>	Robert Magoon/Pat Brown	SC 52	St. Francis	1	4	2	4	3	3	3	20
4. <i>Kokopelli II</i>	Lani Spund/Marda Phelps	SC 52	Cabrillo Beach	4	3	1	3	4	4	4	28
J/105											
1. <i>Good Timin'</i>	Phil Perkins & Dave Wilson	J/105	St. Francis	1	3	1	4	7	1	2	19
2. <i>Blackhawk</i>	Dean Dietrich	J/105	St. Francis	11	6	16	2	1	2	1	39
3. <i>Nantucket Sleigh Ride</i>	Peter Wagner	J/105	St. Francis	2	4	4	5	8	11	5	39
4. <i>Zuni Bear</i>	Rich Bergmann & Shawn Bennett	J/105	St. Francis	10	5	2	3	3	15	4	42
5. <i>Irrational Again</i>	Jaren Leet	J/105	St. Francis	7	7	8	1	5	3	15	46
6. <i>Arbitrage</i>	Bruce Stone	J/105	St. Francis	12	1	3	7	2	14	12	51
7. <i>Wallopig Swede</i>	Tom Kassberg	J/105	South Beach	9	11	7	11	9	5	3	55
8. <i>Charade</i>	Tom Coates	J/105	St. Francis	3	2	21	15	4	4	14	63
9. <i>Endurance</i>	Jeff Littfin & Steve Pugh	J/105	St. Francis	4	10	6	19	13	6	18	76
10. <i>Tiburon</i>	Steve Stroub	J/105	San Francisco	5	9	5	8	20	22	9	78
11. <i>Jabberwocky</i>	Brent Vaughan	J/105	St. Francis	13	8	20	16	10	13	8	88
12. <i>Bandwidth</i>	Roland Van Der Meer	J/105	St. Francis	15	21	11	14	14	8	6	89
13. <i>Orion</i>	Gary Kneeland	J/105	Sausalito	18	12	12	6	12	10	22	92
14. <i>Bella Rosa</i>	Dave Tambellini	J/105	Alameda	14	16	22	9	18	7	7	93
15. <i>Natural Blonde</i>	R. Cooper/L. Thom/D. Deisinger	J/105	St. Francis	6	14	15	12	11	27	10	95
16. <i>Jose Cuervo</i>	Sam Hock	J/105	Sausalito	8	15	23	20	17	9	11	103
17. <i>Horse-Play</i>	Richard Parker	J/105	Encinal	29	18	9	13	26	17	13	125
18. <i>Advantage 3</i>	Pat Benedict	J/105	Diablo SC	21	20	24	10	23	16	16	130
19. <i>Hazardous Waste</i>	Dana Sack	J/105	St. Francis	20	13	13	28	6	19	34D	133
20. <i>Kookaburra</i>	Craig Mudge	J/105	RSAYS	19	19	14	21	19	32	20	144
21. <i>Wianno</i>	John Sullivan	J/105	St. Francis	24	30	18	18	32	12	21	155
22. <i>Whisper</i>	Eden Kim	J/105	St. Francis	16	24	10	34	30	19	27	159
23. <i>Just Foolin' Around</i>	Tom Kennelly	J/105	St. Francis	25	17	25	30	15	21	26	159
24. <i>Alchemy</i>	Tom Struttman	J/105	St. Francis	17	31	17	23	28	24	24	164
25. <i>Larrikin</i>	Stuart Taylor	J/105	St. Francis	23	26	30	24	24	20	17	164
26. <i>Capricorn</i>	Bill Booth	J/105	Encinal	32	23	19	22	22	26	23	167
27. <i>Lightwave</i>	Richard Craig	J/105	Encinal	28	22	31	29	16	25	19	170
28. <i>Bald Eagles</i>	Randy Paul & Dave Liggett	J/105	St. Francis	22	25	26	17	26	30	28	173
29. <i>Juxtapose</i>	Ariel Pater	J/105	San Francisco	27	32	29	26	21	23	34	192
30. <i>Jupiter</i>	Paul Farr	J/105	South Beach	26	28	27	25	33	29	25	193
31. <i>Pippen</i>	David Owen	J/105	St. Francis	30	27	28	27	31	39	30	206
32. <i>Energy</i>	Jamie Isbester	J/105	Berkeley	31	29	32	34	27	31	34	218
33. <i>Annalaura</i>	Grossman/Kaiser	J/105	St. Francis	34	34	34	34	29	28	29	222

BIG BOAT SERIES 2002



an enviable 1,3,1,4,7,1,2 record. They were the only J/105 to stay in all single-digit finishes and, in America's Cup parlance, "there was no second." The seven races of the BBS also served as the grand finale to the J/105's marathon 40-race season championship series, which *Good Timin'* won for the third year in a row. *Zuni Bear* and *Blackhawk* were waiting in the wings to pounce on the season crown if *Good Timin'* stumbled — but there was never any doubt about the outcome. Co-owner Dave Wilson now sports a new Rolex on his wrist and explained, "Phil and Chris already own Rolexes, and were nice enough to give this one to me!"

"During the course of the summer, we had a mixed bag of crew. For the NOOD and BBS, we got our core group back together," said co-owner/driver Phil Perkins. "We had great teamwork, and perhaps a little bit of luck, too. My little brother Jon did main and tactics, Dave did pit, Dennis George trimmed, and John Collins was up front. It's a great group — there were no holes in our line-up."

Phil, a banking executive, and Dave, a software consultant, both noted that the J/105 class has improved significantly in the three years they have sailed in it. "There are more boats with the potential to win a race, and most of the fleet respects the rules now and knows what's going on," claimed Phil. "The mandatory rules seminars we held in the spring

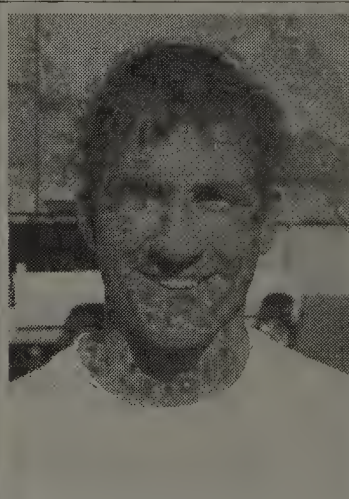
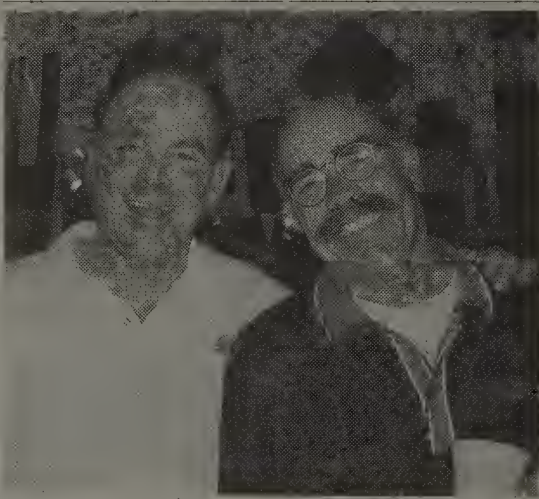
The 33-boat J/105 fleet will be featured in the upcoming ESPN-2 show 'Best of the West'.

seemed to have helped a lot."

Not content with the unprecedented three-peat, the *Good Timin'* gang will be going after their fourth straight title next year. They'll also be gunning for their first J/105 North American championship, which will be contested on the Bay next August. The Perkins/Wilson dynasty, which has been together for two boats and ten years, is stronger than ever — and will be further augmented in the spring by the return of big brother Chris

another excellent regatta. There was no real controversy or carnage, and other than one tug-dodging incident and the debut of Americap II, there was nothing particularly remarkable about this year's Series.

But maybe that's good news. After being deprived of the BBS due to the horrific events of last September, it was nice just to have the Series back — to simply enjoy the racing and camaraderie again, and momentarily forget about the world's political and economic woes. Things are getting back to normal, or at least what passes for 'normal' in the Bay



From left, *Express 37* friends Mark Dowdy ('Eclipse') and Kame Richards ('Golden Moon'); Brendan Busch (Beneteau 40.7 'Mojo Rising'); and Dave Wilson and Phil Perkins (J/105 'Good Timin').

Perkins, currently in Auckland with *Oracle Racing*.

Well, th-th-th-that's all folks! The 38th Big Boat Series was, by all accounts, pleasant and fairly routine — which is to say that StFYC put on yet

Area.

For more information on the Big Boat Series, check out www.sftyc.com, as well as individual class websites. Mark your calendars now for September 11-14, 2003, the dates of the 39th BBS. We'll see you there.

— latitude/rkm

Guess who's using Raiders by Aquapro in New Zealand:

Peter Harken

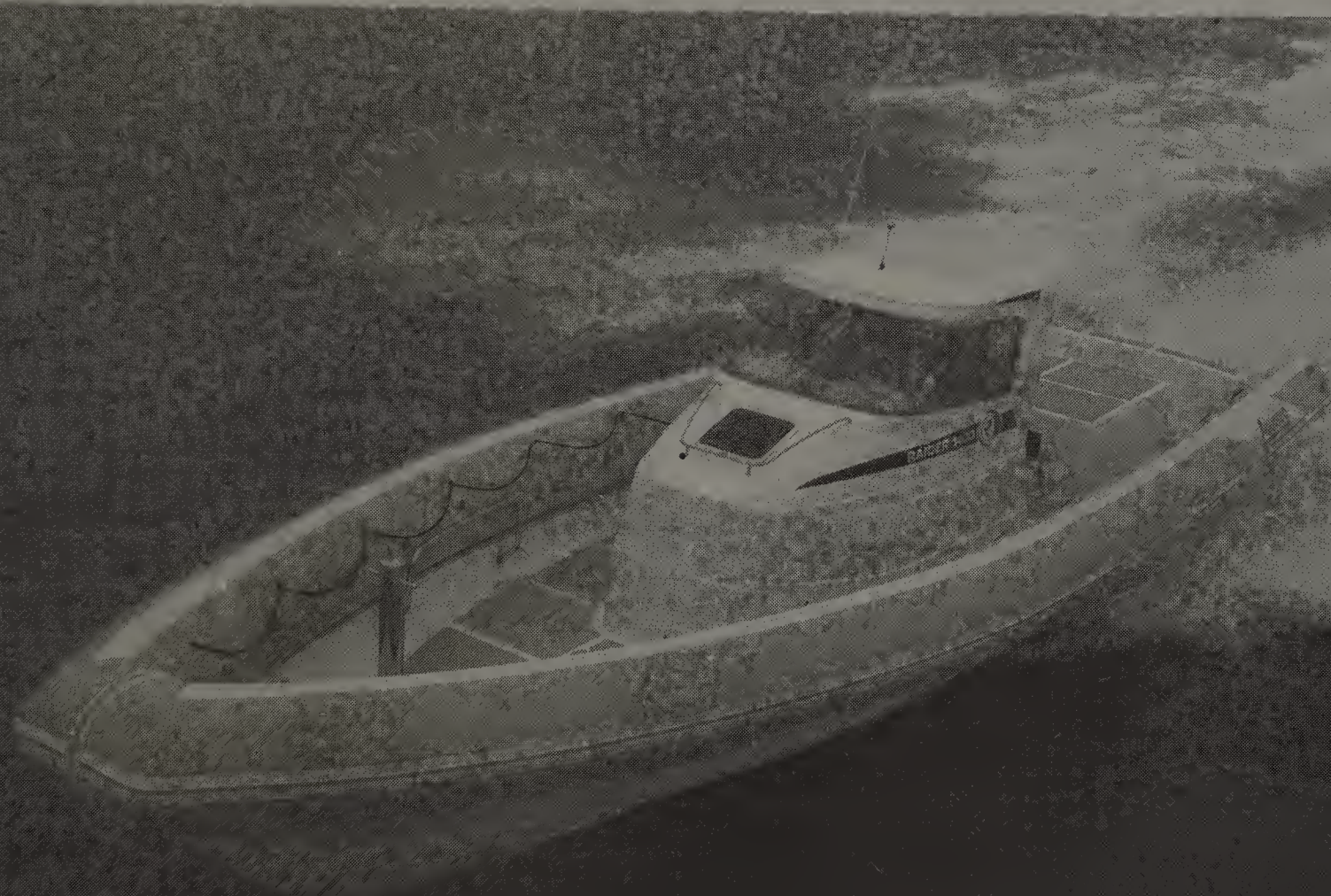
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SAIL SAN FRANCISCO 2002

"Oh, to be back in the fine days of my youth. There was fine beautiful ships them days — clippers with tall masts touching the sky — fine strong men in them — men that was sons of the sea as if 'twas the mother that bore them. Oh, the clean skins of them, and the clear eyes, the straight backs and full chests of them!"

— from Eugene O'Neill's *The Hairy Ape*

put the timeline of nautical heritage into perspective.

Whether or not the sight of a tall ship makes your heart flutter, there's no denying the fundamental importance of sail power during the development of the world we live in today. So viewing such

The notion of sailing for pleasure, as well as racing, evolved from the business activities of these time-honored vessels.

Thanks to space-age technology, dozens of private cruising yachts set off every year on around-the-world voyages as if there were nothing to it, while ultra-high-tech racing machines shatter long-held offshore records that seemed invincible just a few years ago.

Nevertheless, sometimes we need to be reminded about the roots of our modern sailing traditions. And there's nothing like a full-blown tall ship festival to

Never seen a square-rigger sail upwind in 30 knots? After completing the parade route, 'Europa' showed us how it's done.

ships — whether they are replicas or bona fide antiques — gives us a tangible bridge to our past.

From the colonial days until the advent of steam power, coastal schooners were the mainstay of maritime commerce along the seaboards and rivers of North America, bringing goods to market from far-flung regions. Immigrants from foreign lands arrived at eastern ports aboard massive square riggers, just as similar ships carried settlers and gold-seekers around Cape Horn, then north to California.

The notion of sailing for pleasure, as well as racing, evolved from the business



LATITUDE / ANDY

LATITUDE / JR

activities of these time-honored vessels. The fastest fishing schooners were rewarded by getting their products to market first, while simultaneously winning the envy of their competitors. It was, therefore, a natural progression when gentlemen sailors eventually commissioned racing yachts along the lines of the fastest fishing craft. Likewise, many of the sailing routes that cruisers now

— TALL TIMBERS ON STORMY SEAS



follow around the world were pioneered by the great clipper ships during the Age of Sail, and the stories their crews brought home of distant lands with wondrous landscapes and primeval cultures fueled the imaginations of some of our greatest literary geniuses.

For months, lovers of traditional

sailing craft had been anxiously anticipating the arrival of the Sail San Francisco 2002 tall ship fleet, hoping for a brilliant sunny day with plenty of breeze. They got *half* of what they'd wished for — steady winds of 30 knots blasted through the Central Bay, with gusts up to 50, but skies were dull and gray.

As the noon hour approached on August 28, dozens of private sailboats and

Precariously perched on a footrope, two young sailors free a giant square sail just as generations of old salts did before them. On such ships, tradition is everything.

powerboats braved the abnormally rough sea conditions to get a front-row view along the restricted parade corridor established by the Coast Guard and other agencies.

With rails in the water and spray fly-

SAIL SAN FRANCISCO 2002

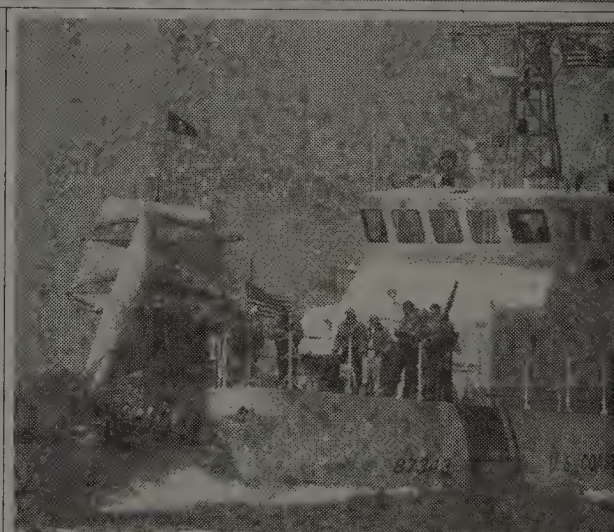
ing everywhere, a small number of stalwarts — or were they crazies — took a wild and extremely wet ride outside the Golden Gate to watch the disparate fleet of old-time vessels form up into a procession. At tall ship festivals in New York, Boston and Baltimore ships typically fly all their sails, yet have virtually no wind to fill them. Here, by contrast, the fleet

had to be cautious not to put up too much sail.

The local square topsail schooner

Hawaiian Chieftain led the fleet into the Bay, followed by the Dutch barque *Europa*, at 185 feet, the largest and most

Clockwise from upper left: 'Gold Star' bashes along under full sail; the beautiful black-hulled 'Lynx'; the scow schooner 'Gas Light' leads 'R. Tucker Thompson' of New Zealand; 'Europa' roars into the Bay; the Ukrainians flying double headsails; the former pilot schooner 'Zodiac'; tending 'Lynx' broken sprit; the Coasties protecting the procession; a view of the cauldron outside the Gate.



— TALL TIMBERS ON STORMY SEAS.

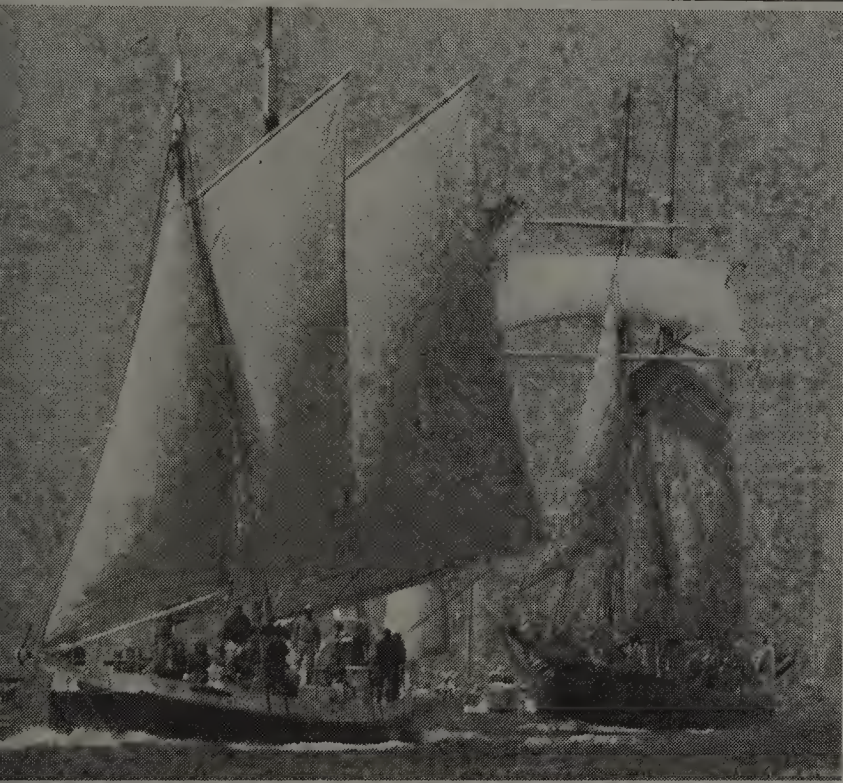
ALL PHOTOS LATITUDE 38

spectacular participant. Sadly, an enormous Russian 'school ship' was conspicuously absent, having been forced to return to port after crossing half of the North Pacific to participate in this and other West Coast festivals. Two other Class 'A' vessels (over 170 feet LOA),

Ecuador's *Guayas* and Mexico's *Cuauhtemoc* did schedule summer visits to the Bay, but couldn't make these festivities. So the fleet was more about diversity than sheer size. From Billy Martinelli's replica scow schooner *Gas Light*, to the Ukranian gaff-schooner *Bat'*

Kivshchnya, to *Niña*, a 93-ft replica of Columbus' original flagship, the fleet varied wildly in both form and function.

Other notables were the former San Francisco bar pilot schooner *Zodiac*, which is now based in the Pacific Northwest, the square topsail schooner *R. Tucker Thompson*, which sailed up from New Zealand to participate, and the ex-



TALL SHIP SAILFEST

quisite Baltimore Clipper replica *Lynx*, now based in SoCal, which unfortunately snapped her bowsprit in the heavy conditions.

Thankfully, the sun broke through by the time the fleet approached Pier 39 and Fisherman's Wharf, where hundreds of spectators were perched for viewing, and the steady following breeze kept sails in picture-perfect form all the way to the Bay Bridge.

With the fleet shoehorned in all along the Cityfront throughout the Labor Day weekend, thousands of curious onlookers came to tour the ships, listen to sea chanties, view demonstrations of age-old seamanship techniques and experience cultural presentations put on by the crews of foreign ships. No one knows for sure, but some reliable sources figure that close to a million people — many of them non-sailors — came to see the ships throughout their



Old meets new. Passing in front of the Trans-America tower is 'Nina' a replica of Columbus' famous flagship.

five-day stay. In terms of giving access to the realm of sailing, even a fraction of that number would surely set a local record.

Later this month, Mexico's 270-ft barque *Cuauhtemoc* will make a five-day San Francisco port call (See *Sightings*), and next summer Colombia's 255-ft *Gloria* is expected to drop in. So there is considerable momentum behind the idea of bringing international tall ships to the Bay on a regular basis. With support from ASTA (the American Sail Training Association), the staff of Sail San Francisco intends to stage a major tall ship gathering here every three years.

The Bay's relatively lonely West Coast location may never allow us to attract a gathering of ships as large as New York's OpSail or Europe's Cutty Sark events. But if last month's festival is any indicator, whenever tall ships do pay us a visit, they can expect a very warm welcome.

— *latitude/aet*

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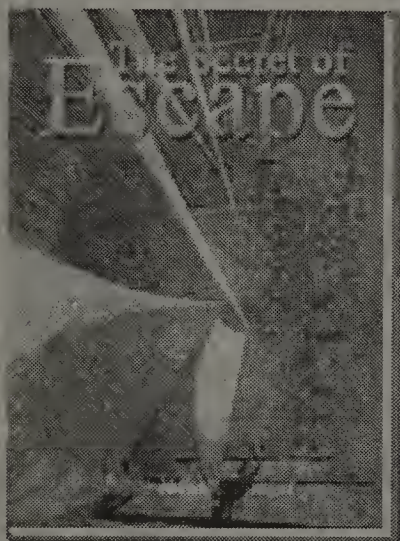
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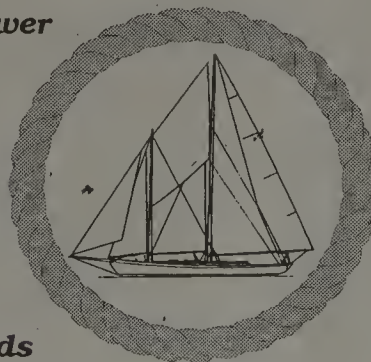
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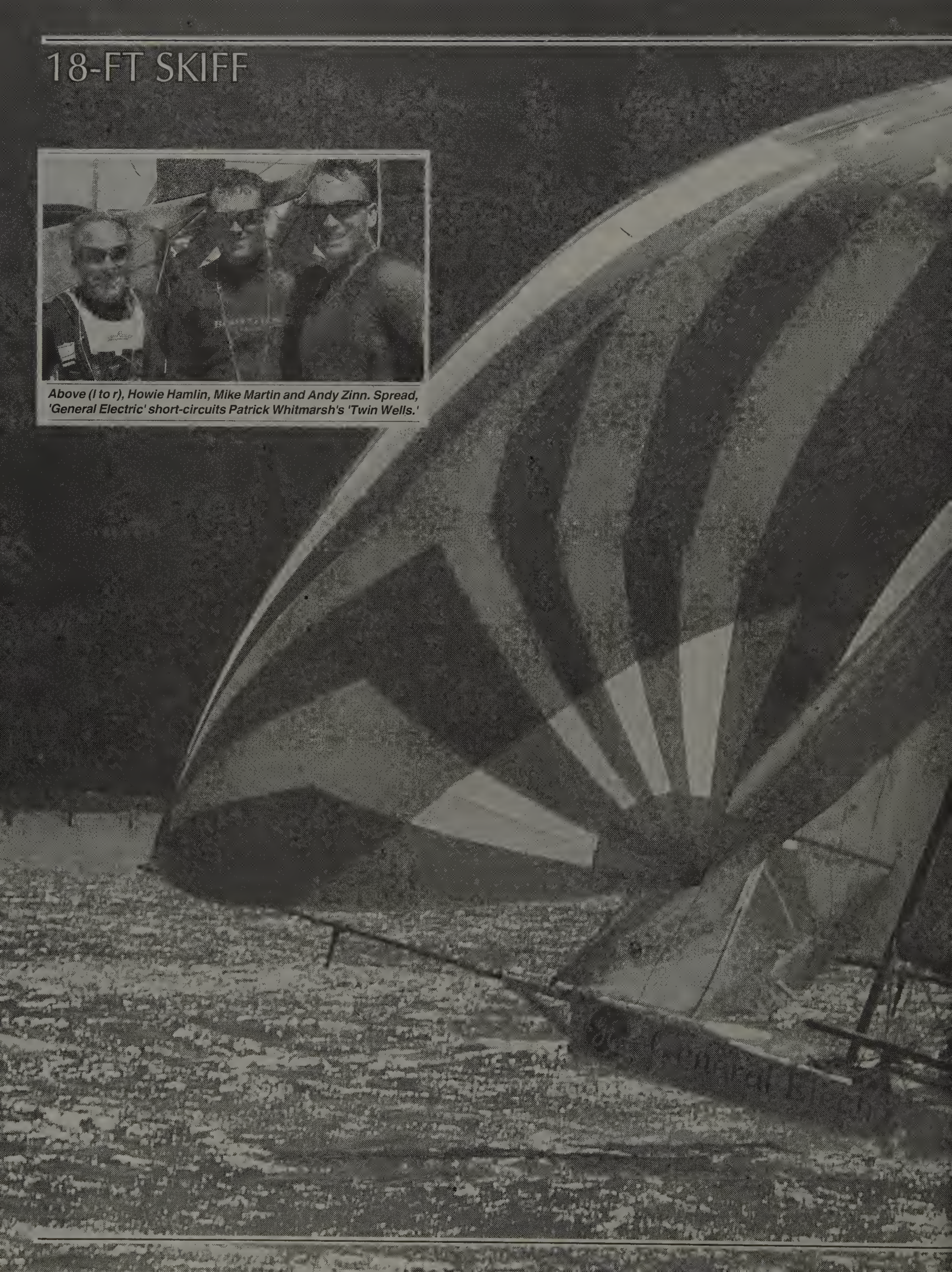
It's A Mariner's Fact

Nautical Lore: Mackerel skies and mare's tails make tall ships set low sails!

18-FT SKIFF



Above (l to r), Howie Hamlin, Mike Martin and Andy Zinn. Spread, 'General Electric' short-circuits Patrick Whitmarsh's 'Twin Wells.'



INTERNATIONAL CHAMPIONSHIPS

Okay, maybe it wasn't quite the earthshaking event in this hemisphere as losing the America's Cup to Australia in 1983. But when Long Beach's Howie Hamlin and crew Mike Martin and Trevor Baylis won the JJ Giltinan International 18-ft Skiff Championship in Sydney in January — and thereby the class's World Championships — it was the first time an American team had taken this trophy from Australian shores since its inception in 1938. In at least the southern half of the sailing world, that was a pretty big deal.

Hamlin and Martin — with Andy Zinn taking over the 'sheethand' (middle) po-

sition — continued their winning ways in the three-event, three-continent 2002 Skiff World Tour. In early June, they took third in the Carnac Regatta in France. Last month, they won the third and final regatta on San Francisco Bay. It was the first time the skiffs had raced competitively here since the early '80s, and it took about two seconds to realize these high-energy rocket ships haven't lost any of their appeal — for competitors or observers.

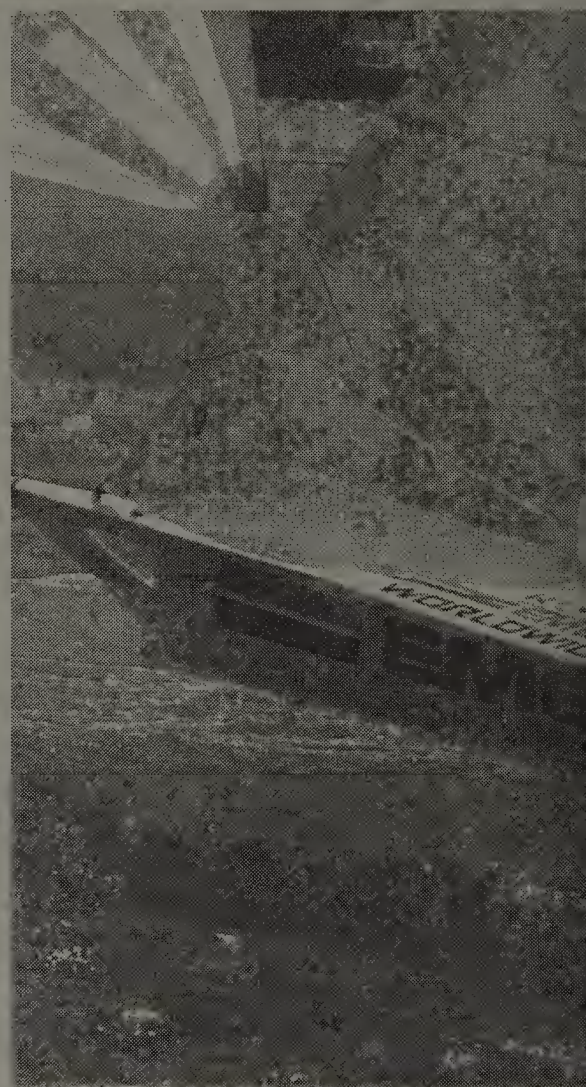
Eleven teams from Australia, Canada, England and the U.S. showed

up to do battle off the hosting St. Francis YC on September 2-7. And "battle" was never a more apt description. These guys not only fight to best each other, each team wages a constant struggle with their boats just to stay vertical. Even the top teams rarely complete a regatta without capsizing at least once.

Typical summer conditions over the four-day, 11-race, two-throwout regatta had the sailors sailing under their 'little' rigs. These 33-ft masts usually replace the 'big rig' 35-footers when the wind pipes up to 15 knots or above. The difference might seem minimal, but on a boat that weighs 350 pounds fully rigged



18-FT SKIFF



— about 2/3 the weight of an average crew — the change, we're told, is dramatic. True to summer form, the Bay delivered consistent breeze in the 15-25 knot range throughout the series, sending the boats skittering around the Cityfront course like giant dragonflies at speeds approaching 30 knots.

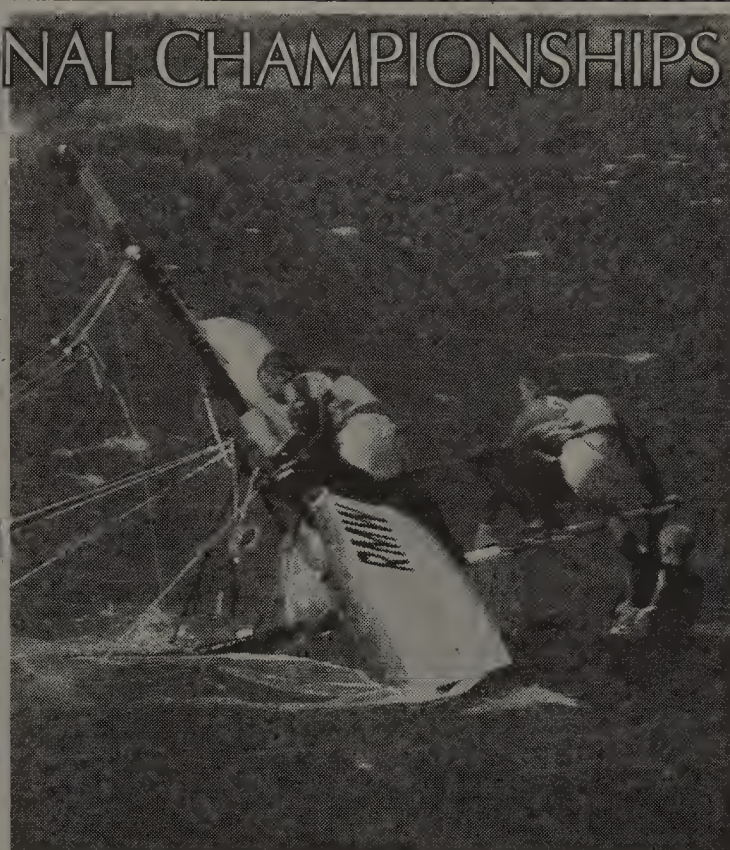
Hamlin and crew sailed an intense series, even by 18 standards. Up until the penultimate 10th race, it was almost a dead heat between Hamlin's *General Electric*, John Winning's Carnac-winning Australian *Yandoo* team and Robert

Greenhalgh's British crew on *RMW Marine*, currently the top-ranked Skiff team in the world. *GE*'s bullet in the 10th mathematically secured her win of the series with an impressive 2,1,5*,2,2,2, 2,1,1,1 record. *GE* sailed the last race anyway, but with the 'edge' dulled just a hair, capsized three times.

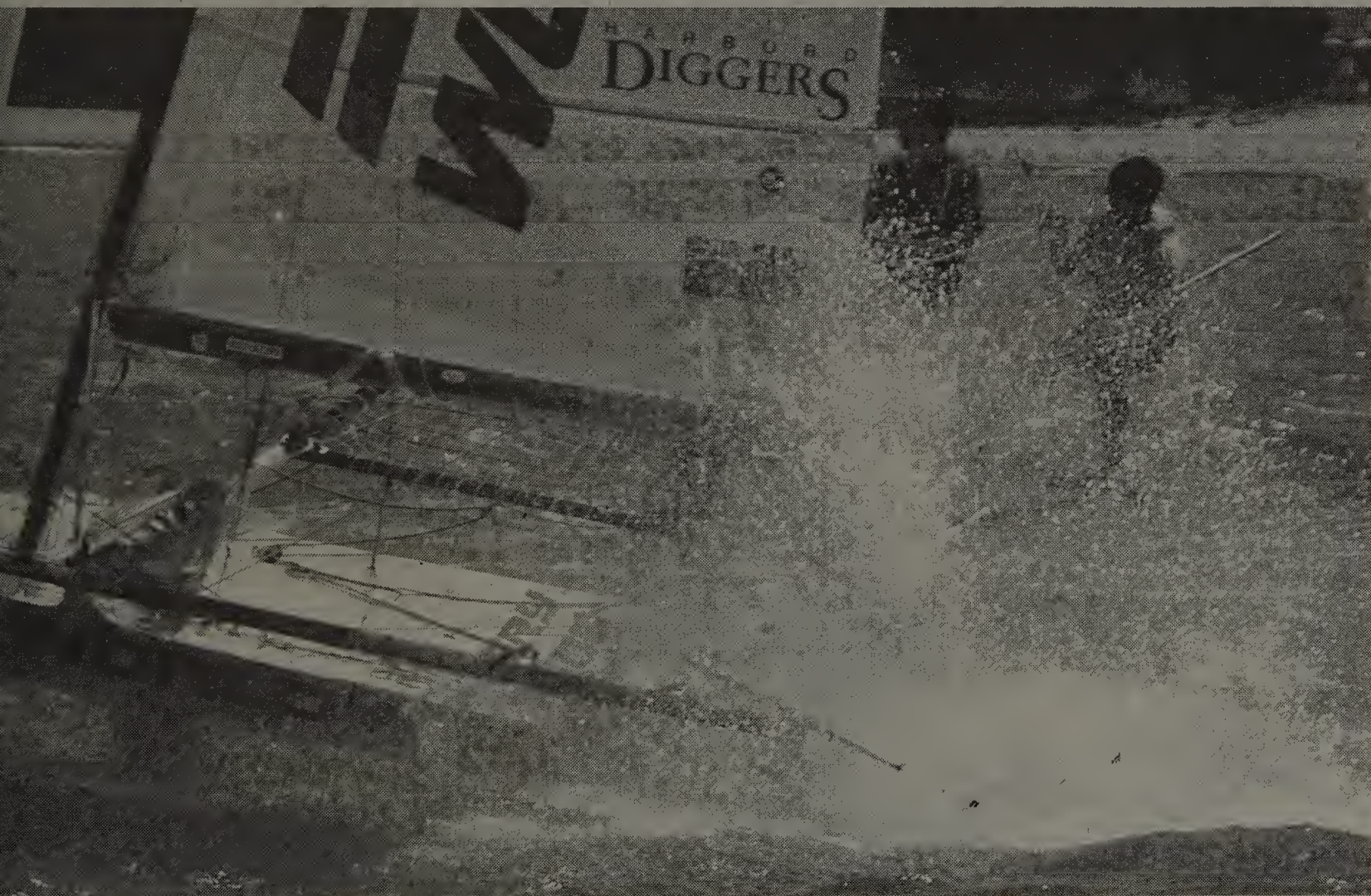
There are two significant aspects to Hamlin's 'sweep' of the World Tour. The first is that he and Martin started sailing 18s seven years ago and have only

been competing for five. Most Skiff guys will tell you to allow at least a decade in these boats to be competitive. The second is that Skiff sailing is something Hamlin and Martin do in the "off season" when they're not pursuing their first

INTERNATIONAL CHAMPIONSHIPS



18 action afloat and ashore (clockwise from above) — talk about physical, after sailing and (usually) having to right the boat a time or two, the crew complete their workout by carrying it ashore; capsizes happen to even the best of them — this is 'RMW Marine', the top-ranked Skiff team in the world; dashing through the blow, in a three-man open sleigh. . . ; part of the Skiff shuffle includes the climb to the flying trapeze; flat spots in the wind can be as lethal as puffs. (All photos latitude/andy&jr)



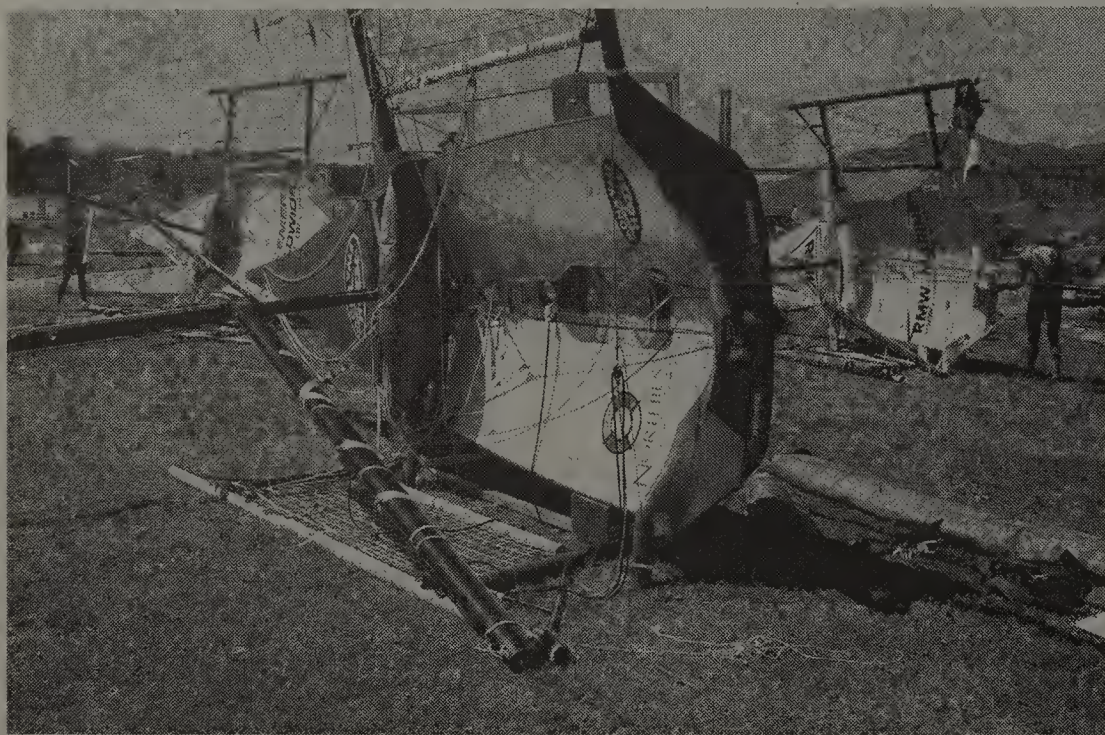
love, 505 sailing! Their sailing résumés also feature two North American and one World Championship in that class.

Howie and Mike started sailing Skiffs (also known as 'Aussie 18s' — the '18' refers to their waterline length) in 1995

at the urging of six-time Giltinan winner (and America's Cup designer/sailor) Iain Murray. Lacking any local coaching help, they progressed slowly at first. "We'd set the goal of rounding one weather mark, setting the spinnaker and rounding one

leeward mark," says Hamlin, a real estate land broker in real life. Keep in mind that at this point in their careers, Hamlin already had 20 years in 505s and Martin had two national dinghy titles and two Olympic trials to his credit. They

18-FT SKIFF CHAMPIONSHIPS



were hardly your average greenhorns. (Further proof that 18s may indeed deserve the 'hardest sailing craft to learn' reputation: local International 14 World Champions Zach Berkowitz and Karl Baldauf, along with Jeff Nelson, sailed the Skiff *Vodka Cruiser* in the San Francisco series. They completed only four races and ended up 10th overall.)

The 18s themselves can trace their roots all the way back to working skiffs that sailed out of Sydney Harbor in the 1890s. In recent decades, they've gone through a roller coaster of design and political ups and downs. Currently, they are a strict one-design class administered by the Australian Skiff Association. Interestingly, the ASA owns all the Australian boats, as well as Hamlin's GE. To help even out the competition, they prohibit expensive exotic pieces such as all-carbon masts (the top third can be

18s in rigging/unrigging mode. "Once you put the sails on, you never let go of the boat," says Howie Hamlin.

carbon, however) and put a reasonable \$15,000 ceiling on sponsorship. There is also an eye to making the boats more accessible to sponsors, sailors — and the general public. San Francisco was chosen as the only U.S. stop as much for its "visibility" factor as its great breeze.

When the racing's over, no stinking docks or hoists for 'eye-deen' sailors. They sail the boats to the beach, point them into the wind and carry them to cradles for unrigging. For that part of the ritual, the boats must be 'capsized' sideways to get the sails off — they don't use halyards.

It's in the pits that you really get a flavor for the people, the camaraderie and

the wild technology of this fleet. We've been around sailing for a long time, but felt like novices looking at these boats. "What's that for?" and "Where does this go?" we blurted out repeatedly. Even the dumbest questions were answered goodnaturedly by 18'ers who were obviously used to curious onlookers.

This fleet even has its own language. What we call "hiking racks" are "wings" to the Skiff guys ("18s have wings, women have racks," said one). The fixed sprits are "bow poles." Crew positions are helmsman, sheethand (the middle guy who controls the main) and forehand (jib trimmer). One amusing analogy compared sailing a Skiff "to three guys on a dirt bike — one steering, one on the throttle and one on the brakes." A distinctly more Aussie version: "It's like riding a razor blade and using your balls for a brake."

Anyway, as you can probably tell, we're still chuckling and grinning after meeting these guys and watching the spectacular show they put on. If you snoozed on this one, you definitely lost out. The good news is, the regatta was so popular with organizers and competitors that it will almost surely return next year — and hopefully become an annual fixture on our local sailing calendar.

- 1) General Electric, USA, Hamlin/Martin/Zinn, 14 points; 2) Yando, AUS, Winning/Young/McNicol, 21; 3) RMW Marine, GBR, Greenhalgh/Johnson/Meers, 25; 4) Total Recall, AUS, Hannan/Windlust/McDonald, 36; 5) Omega Smeg, AUS, Barnabas/Barnabas/Trent, 38; 6) White Stuff, GBR, Brellisford/Fawcett/Smith, 43; 7) Twin Wells, USA, Whitmarsh/Allen/Freitas, 55; 8) Emery Ronstan Worldwide, USA, Bergen/Maxam/Glass, 63; 9) Ernst & Young, GBR, Simpson/Nearn/Cleary, 71; 10) *Vodka Cruiser*, USA, Berkowitz/Baldauf/Nelson, 94; 11) TBD, USA, Boehm/Mohler/Grange, 96.

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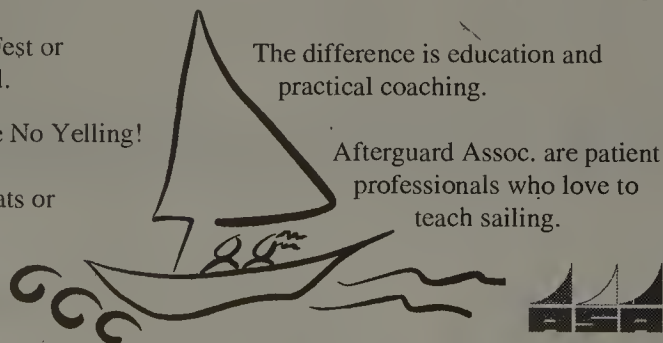
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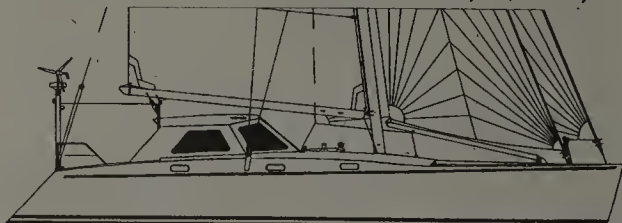
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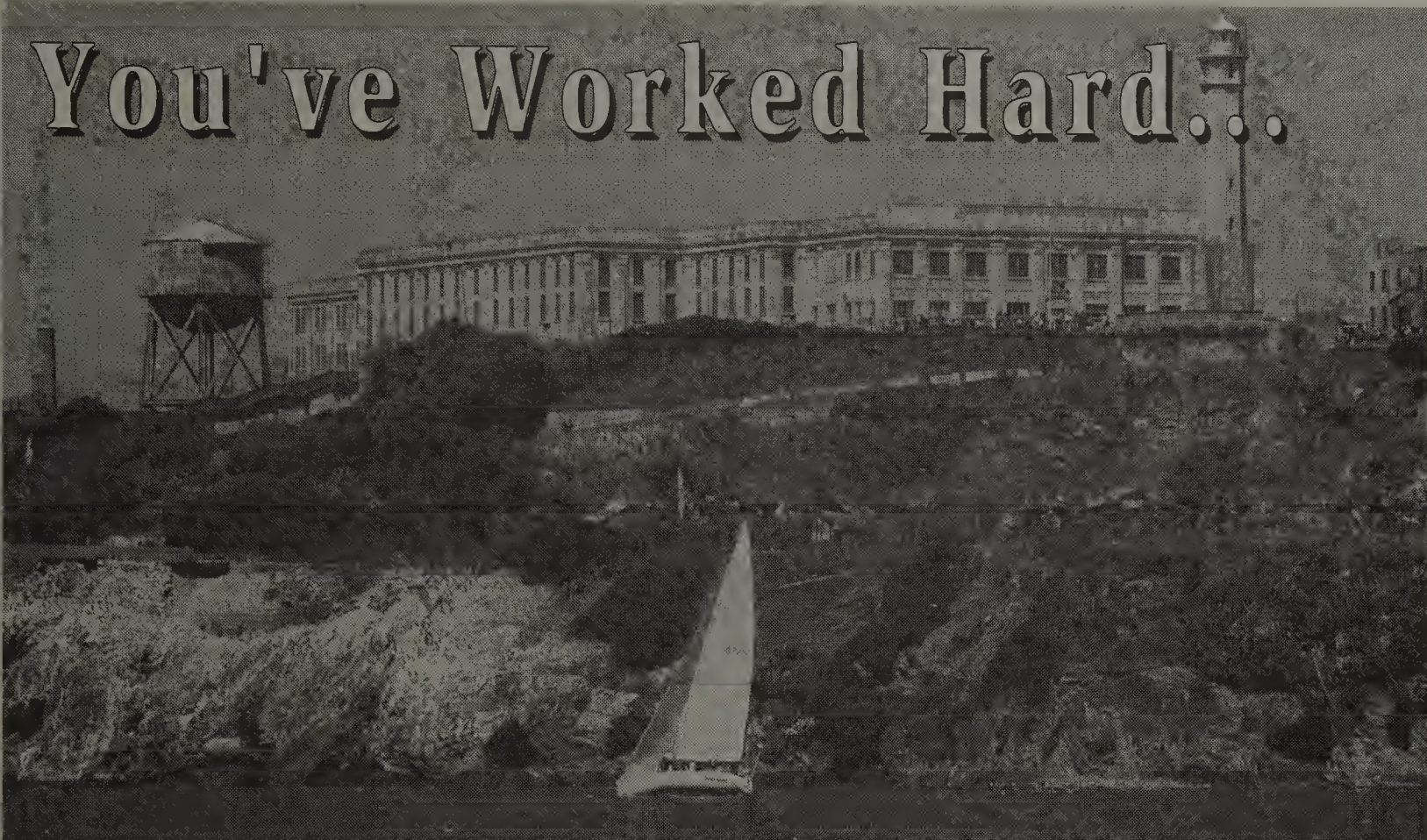


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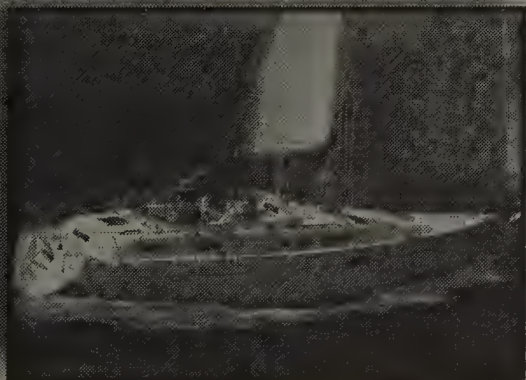
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NUTS ABOUT

If we told you that we were nuts about Newport Beach as a cruising destination because it's inexpensive and tranquil, you'd probably think we'd spent too much time in the Southern California sun without a hat. But it's true — even during the busiest summer weekends, Newport, however, has a lot more to offer visiting mariners than tranquility and low prices.

Located 375 miles southeast of the Golden Gate, 18 miles south of Long Beach, and 75 miles north of San Diego, three-mile by three-quarter mile Newport Harbor is home to 9,000 recreational vessels. The variety of boats is tremendous, from the smallest of sailing dinghies to mega motoryachts.

Harbormaster Marty Kasules advises that visiting mariners can virtually always find a spot for their boats in Newport. Orange County has five guest slips in the harbor up to 40-feet, but the Sheriff's Department also administers 600 moorings — up to 100 feet in length — on behalf of the city of Newport Beach. There are always some moorings vacant. Newport also has a 72-hour free anchorage in the middle of the harbor.

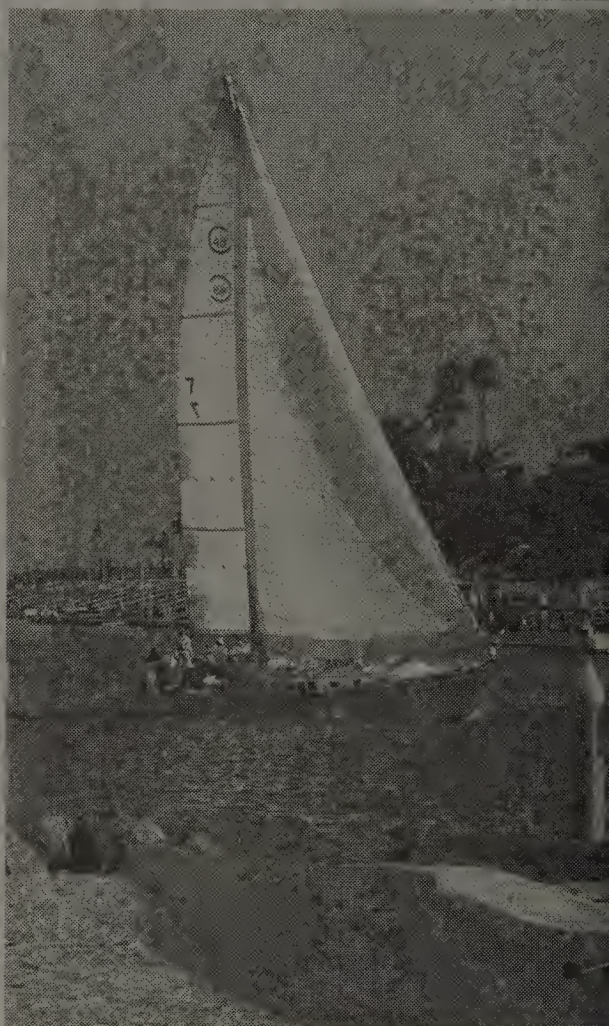
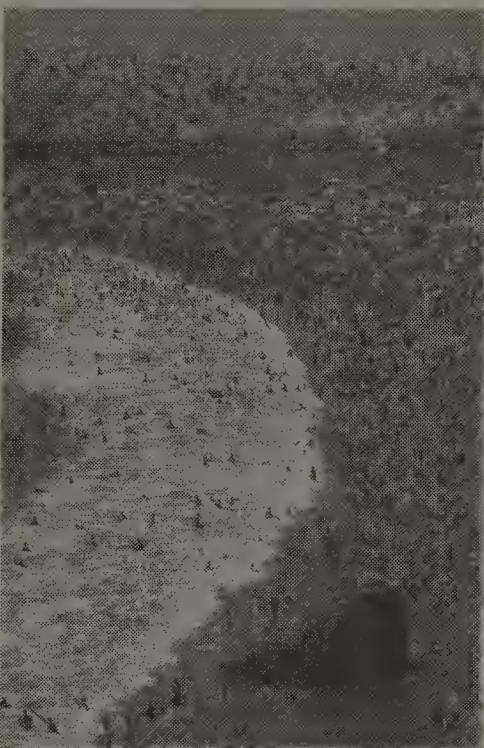
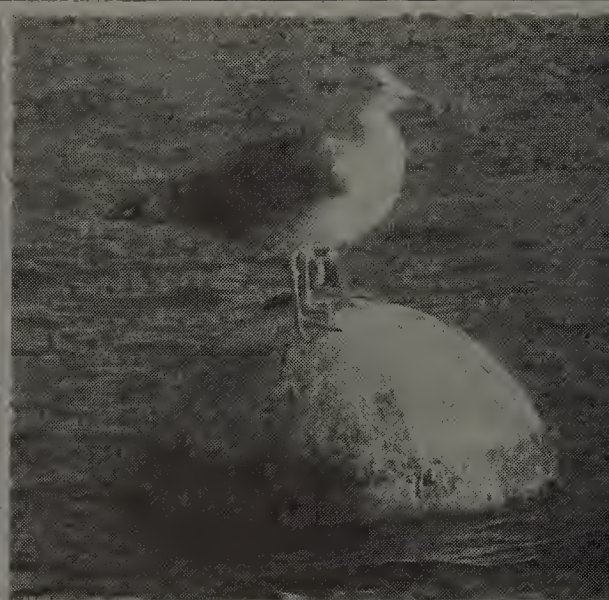
We found the long term costs of keeping a boat in Newport Beach to be shocking. Shockingly expensive in the case of private marinas, where many slips have just gone up to \$32/foot! But prices are shockingly reasonable in the case of city moorings, where a 35-footer goes for just \$650 a year — plus a small permit fee and about \$600 every other year to have the mooring checked. Based on the number of vintage sailboats we saw — such as three 41-ft Bounty IIs, which are the original larger fiberglass sailboats — we suspect that some sailors have retained rights to the same mooring for decades.

What's of more interest to visiting mariners is the cost of short term berthing and mooring. The county's five slips go for 40-cents/foot per night with a \$10 minimum. With the slip you get water, electricity, a great picnic/BBQ beach just a few yards away, and bathrooms with showers — although you won't mistake the latter for facilities at the Four Seasons. Visitors are allowed five days at these slips, but can almost always get a five-day extension.

Prices for the city moorings are a much more reasonable \$5 a night, no matter what size your boat. Frankly, we could barely contain our glee when the woman at Sheriff's Harbor Office told us it was going to cost us a total of \$100 to keep our 63-ft cat on a mooring for 20 nights. Unlike those at Catalina, the Newport buoys have no shackles or lines.

Naturally, they don't come with water — although you can fill your tanks at the Sheriff's guest dock next to the Balboa YC — or electricity. If your assigned mooring isn't close to the county dinghy dock near the Sheriff's Harbor Patrol Office, you may want to fork over another \$5 a night for a dinghy mooring. Transients are allowed to stay on moorings for a maximum of 20 days within a 30-day period.

Kasules, who dreams of doing the Ha-Ha one day — is proud of Newport's welcome to out-of-the-area sailors. If you need help securing your boat to a mooring, a patrol boat will assist. If you're a legitimate cruiser with extenuating circumstances — perhaps you need to have major work done on your engine — you can probably arrange for an extended stay on a mooring. Even if you need a ride to a store or chandlery, one of

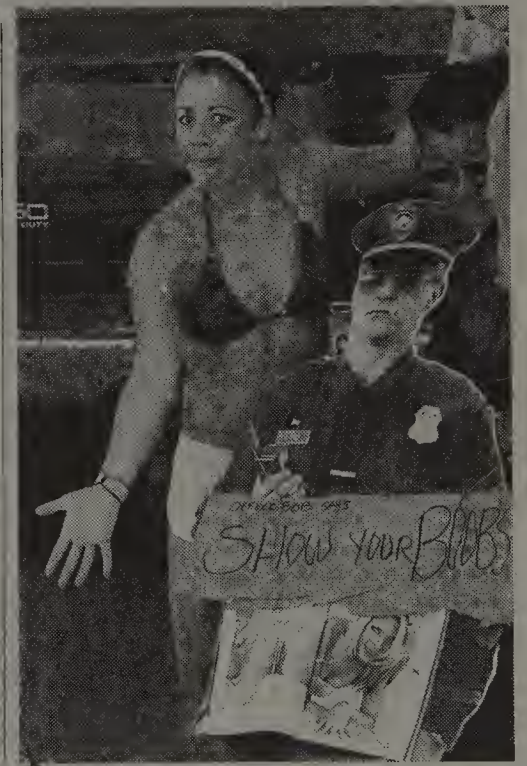


ALL PHOTOS LATITUDE/RICHARD

NEWPORT BEACH



Clockwise from below. Perhaps influenced by neighbor Dennis Rodman or MTV, this girl tends a 'show us your boobs' sign on car-clogged Balboa Blvd. It's not the Golden Gate, but you don't get killed jumping from the Lido overpass. A couple picnics while a Cal 48 with a big genoa sails in from the ocean. Although Newport is mostly white, the beach-goers at Corona del Mar, on the other side of the Newport Jetty, are predominantly Hispanic. These women are in the afterguard for the last Balboa YC beer can race of the year. Buoys are covered with birds and guano. Hernan says, let there be surf! 'Chaos', an original Cal 30, skims the berthed boats heading northwest.



Kasules' staff will try to keep you from having to call a cab. But please, folks, use common sense so as not to abuse such terrific hospitality. If you're going to be coming to Newport — as we expect a lot of Ha-Ha skippers will — and have any questions, Capt. Kasules encourages you to email him at mkasules@ocsd.org.

Labor Day weekend is naturally one

of the busiest in Newport, as the weather is great and everyone tries to squeeze in a last bit of summer fun at the beach. For the majority of folks who visit Newport by car, the traffic gets pretty bad. By noon, most of the good beach parking is gone, the Pacific Coast Highway has become congested, and cars are backed up waiting to get on the Balboa Island Ferry.

Labor Day in Newport aboard *Profli-*

gate, however, was like being on a tranquil island. But we also had a dinghy and a mountain bike, so unlike those hostage to their automobiles, we could move around Newport without impediment. Despite the fact we'd never seen so many boats coming and going from any recreational harbor, there was never enough traffic to prevent us from dinghying wherever we wanted at the harbor's maximum speed of 5 mph. There are a

NUTS ABOUT

number of little fishing docks around the bay that double as public dinghy docks. The posted time limit is 20 minutes, but we're assured this limit is rarely enforced unless it's badly abused.

A bike is another excellent form of transportation in Newport. If there's not enough room to carry one on your boat, you can rent them near the Pavilion. As is true of other tourist towns such as Sausalito, much of Newport — particularly on the ocean side of the Pacific Coast Highway — is a sleepy place before 11 a.m. and after 7 p.m. So you can whiz around on a bike with hardly a moving car in sight. But even on Labor Day Weekend afternoons, getting around Newport on bike was fun and easy.

We kept our bike — and another graciously loaned to us by Capt. Kasules — in the racks near the Sheriff's Harbor Patrol Center at the southeast end of the bay. From there it was a pleasant 10-minute ride to Balboa Island, where we'd sit out in the warm sun savoring a late morning coffee or early lunch. The car traffic might have become bumper-to-bumper on the island after noon, as everybody likes to take the little ferries across to the Balboa Peninsula, but with bikes, we could ride empty back alleys to the ferry dock without delays. And while cars sometimes had to wait 20 minutes to get on one of the three ferries, pedestrians and cyclists never had to wait for the three-minute, 65-cent trip.

Once on the Balboa Peninsula, we could either ride on either the streets or the beachside bike paths to get to the Balboa Pier, The Wedge to the southeast, or the Newport Pier to the northwest. The only thing slowing us down was how fast we could pedal — and the occasional distraction of some of the wildly provocative outfits worn by some high school girls. Medical researchers should do brain scans of 18-year-old girls to find out what — if anything — goes through their minds when they dress to go out in public by putting on a cropped top and a pair of low-rider short-shorts purposefully unzipped to expose the triangle at the front of their thong underwear.

It's also easy to walk, dinghy, or bike to any number of restaurants or beaches in Newport. We enjoyed a terrific Italian dinner at Saponi, which is located in the shopping center on Bayside Drive across from Balboa Island. For seafood in a pleasantly crowded atmosphere, we had always enjoyed the Bluewater Grill, which has its own dinghy dock on the northwestern end of Lido Isle. After our last visit, however, we have reservations — but not for dinner. For light provision-

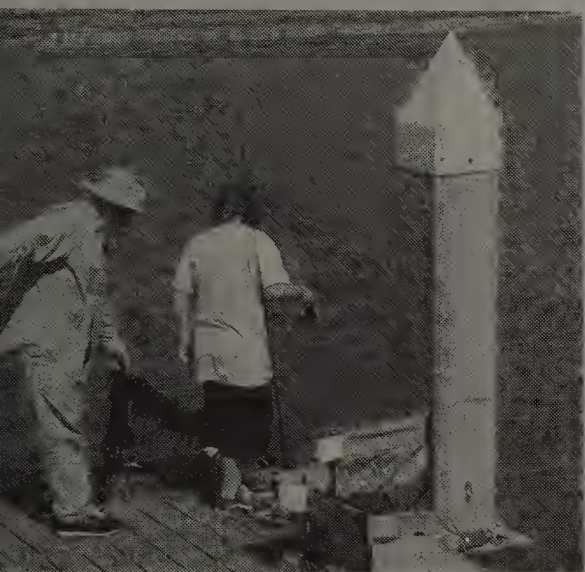


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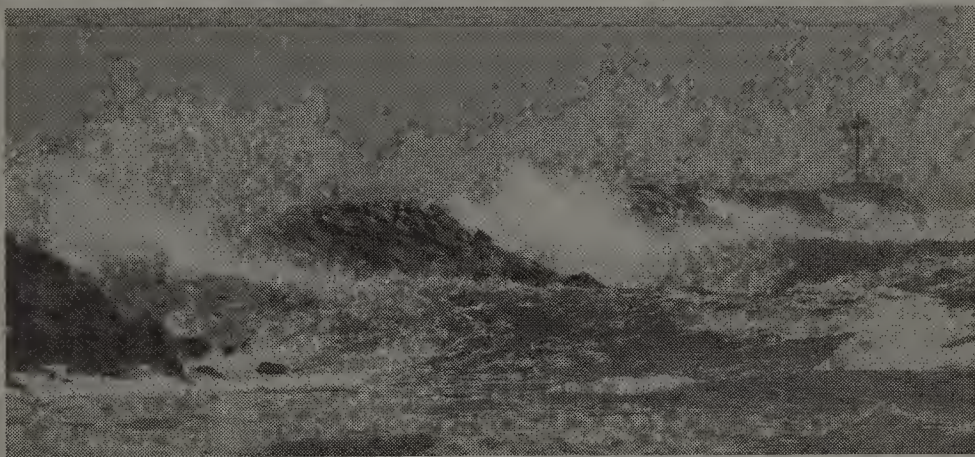
ing, there are small markets on Balboa Island and the Balboa Peninsula, and large supermarkets at both ends of the bay. West Marine and Boat U.S. have chandleries on PCH. Newport Blvd. east of PCH is home to all sorts of general commerce — Minney's Marine Surplus, Borders Books, Kinkos, Honda and Yamaha dealers — and none are too far for those with a dinghy and happy feet. If you're a cruiser in Newport, being car

free is being carefree.

There is more for the visiting mariner to do in Newport Beach than just relax and be tickled by the low mooring fees. The Newport weather in late summer and fall is as good as it gets in Southern California, which means it's perfect for shorts and T-shirts, strolling on the beach, checking out the two piers, swim-



From left. Spread; 'Violetta' and 'Slippery When Wet' in a downwind duel. Inset; The railmeat on the late Irv Loube's old Farr 44 'Bravura'. Surf, sand, and palms — pure S.C. The little fishing piers double as public dinghy docks. Lew Beery and Andy Rose's 48 'It's O.K.', on the way to beer can line honors. 'Hernan' relentlessly hammers the Newport Jetty. The setting sun backlights a Star. Thursday night railmeat on a Santana 30. David Beek of Island Marine Fuel. His family pumps Union 76 products, runs the Balboa Ferry — and distributes 'Latitudes'!



ming in the ocean, or playing in the waves with surfboards or boogie boards. If you like power walking or looking at houses, there are great paths around most of the Newport Harbor waterfront. But if you get a hankering to settle down, be ready for severe sticker shock. The asking price for a tiny Balboa waterfront tear down is about \$3.5 million. There's also a movie theater at the northwest end of the harbor, and plenty of fire rings on

the beach at nearby Corona del Mar for evening cookouts with fellow sailors. If you enjoy looking at boats — and what sailor doesn't? — you can sail the bay with your big boat, but a tour of the nooks and crannies can only be done in a dinghy. For a fun day trip, sail down to Laguna's Emerald Cove and drop the hook for lunch in what might be Southern California's most scenic cove.

We normally charge around at every

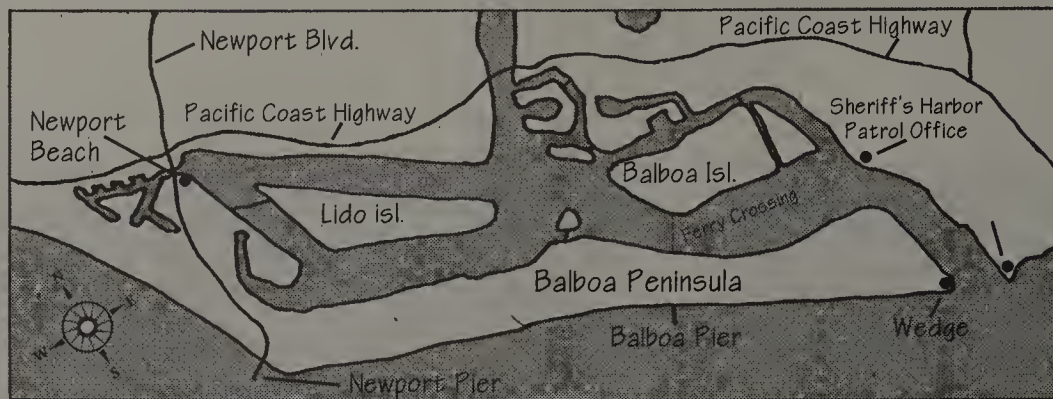
place we visit, and did a lot of that on our bikes in Newport. But we also found that among our most satisfying activities was just kicking back on our boat on the mooring and enjoying the fine weather and the non-stop parade of watercraft. And when our son came up from college in San Diego, and our daughter came down from college in L.A., what could have been more pleasant than hanging with them on the boat?

NUTS ABOUT

Have an appetite for watching man battle nature to the extreme? Then you should visit the world-famous Wedge — which is where the west side of the west breakwater of the Newport Jetty meets the sands of the Balboa Peninsula Beach. Thanks to a fortuitous bottom contour and the way swells reflect off the breakwater, when there is a hurricane off of Mexico the result can be huge and sometimes rideable waves. As luck would have it, we were there when *Faustino's* waves hit, and 10 days later when *Hernan's* even bigger waves struck.

Hurricane generated waves hitting the Wedge is an event in Southern California, and thousands of spectators — as well as lifeguards, emergency crews, and television cameramen — make the long trek to check it out. *Hernan* created such large waves that they regularly broke over the top of the jetty. Although the middle of the Newport Harbor entrance was safe, surfers were riding waves *inside* the jetty on the southeastern side.

We've surfed for decades, but were nonetheless impressed with the size and



consistency of *Hernan's* waves, and the skill of those in the water. We watched countless suicide takeoffs, horrible wipeouts, but some terrific rides, too. These sessions were not for beginners, however. In fact, we watched three experienced bodysurfers be pulled from the surf, coughing up water. When the boogie boarders and surfers were allowed into the fray after 5 p.m., the action really got hot, and there were frequent ooohs and aaaahs from the crowd.

Because the hurricane surf created an elevated ledge of sand at the Wedge, the spectators actually look down on those in the water, who in any event often end their rides by being thrown onto the sand right in front of the throng. The biggest crowd response of the day occurred when a wave tossed a bodysurfer

onto the sand in front of everyone — but with a twist. It's routine for bodysurfers to have their fins ripped off by the force of the wave, but as the water receded, it was obvious that this guy had lost his suit. The women in the crowd shrieked with delight as the red-faced fellow covered his package with his fins and darted through the crowd in search of a towel.

No matter if you're a cruiser heading south to Mexico for the winter, or a Northern Californian in search of warm summer sailing fun, we highly recommend Newport Beach. We'll be back for parts of next August and September — and not just because the moorings are so reasonably priced.

— latitude 38

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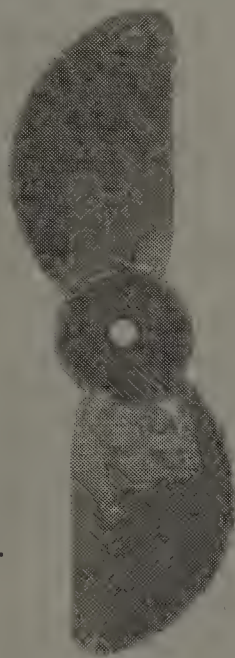
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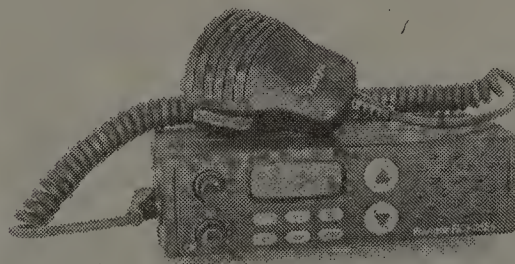


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BAJA HA-HA IX PREVIEW, PART II

When we interview cruisers who have been 'out there' for a while, the one bit of advice they always offer to the wannabes back home is, "Don't wait; go sooner rather than later. You don't need the perfect boat; go with what you've got."

As you read through the profiles on these pages you'll note that some among the Baja Ha-Ha 2002 fleet have followed that advice, while others only wish they had. In any case, though, every sailor mentioned here has plenty of reasons to rejoice. Having been wannabes once themselves, they are now among the lucky ones who are throwing off the docklines and setting sail for sunny Shangri-las south of the border.

As we go to press with this second of three installments, the fleet has grown to 131 boats — just one shy of last year's total. As you read this, many are already gathering in San Diego's marinas and cruiser anchorages, while making final preparations for the late October start. We wish them well, and hope this long-anticipated run to the Cape lives up to — and exceeds — their expectations. (*Entries are presented here in alphabetical order.*)

Adventurous — 42-ft trawler

Bob & Lesley Boyce, San Rafael

"Both of us are ready to get off the merry-go-round and start *living* our lives as opposed to working," say Bob and Lesley. He's been working as a general

els will live up to their vintage Californian trawler's name. Although the Ha-Ha is primarily a sailing rally, stinkpotters — that is, motorboaters — are always welcome too.

Bob and Lesley got married just a year and a half ago, but they became friends back in the late '70s while living the waterside lifestyle at Stinson beach (both married to other spouses at the time). Since buying *Adventurous* two years ago, they've been busy with a nonstop renovation: "There isn't an inch on this boat we haven't worked on." After the Ha-Ha they plan to motor up to La Paz, then, "Who knows?"

Alma — Pearson 424 Mark Brewer, Glen Ellen

According to the Ha-Ha entry forms, "Your handicap may be adjusted depending on the amount of 'go-slow' gear you have on board. . ." On Mark's form he lists, "a large beer cargo." But it seems to us that if given special dispensation, all he'd have to do to out-sail a specially-adjusted handicap would be to drink lots and lots of beer! That hardly seems fair.

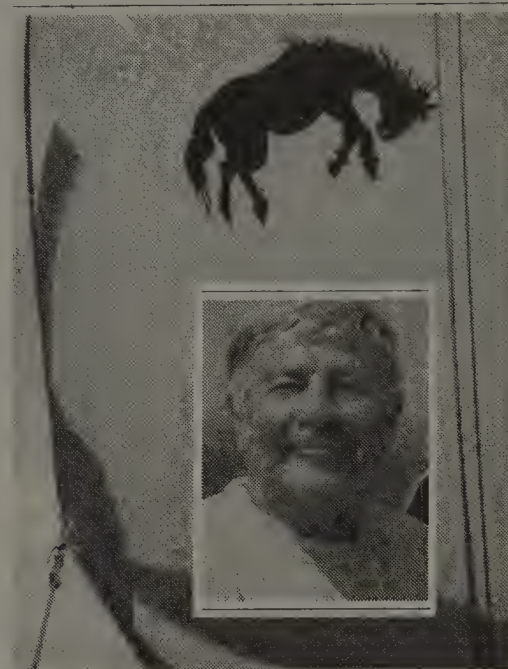
Apparently Mark bought *Alma* six months ago specifically with cruising in mind. He spent the summer getting her ready for sea, and because he's been sailing since age 14, we assume he knows what he's doing. On the trip south and beyond, he'll be accompanied by two longtime sailing buddies, Richard Sprede and Todd Koster, as well as Todd's 12-year-old son Tom — "the cabin boy."

Since Mark is fluent in Spanish he'll probably acclimate quickly to Mexico, but as to his post-Rally cruising plans he says, "I'm not telling."

Apogee — Tayana 37 Bud Hudson, Squaw Valley

Why did Bud decide to enter the Ha-Ha? He gives two simple reasons: "It sounded like fun, and the IRS can't find me down there!" We assume this former C.O.O. of a health care company is kidding about that last bit.

According to his entry forms, Bud and a cadre of old friends — Ray Kitle, Doyle Knight and Steve Grogen — plan to spend just a few months exploring Mexican waters, but his boat's name implies a longer trip. *Apogee* means the point in an orbit most distant from the body that is being orbited. Perhaps there's a circumnavigation in Bud's future that he doesn't yet know about.



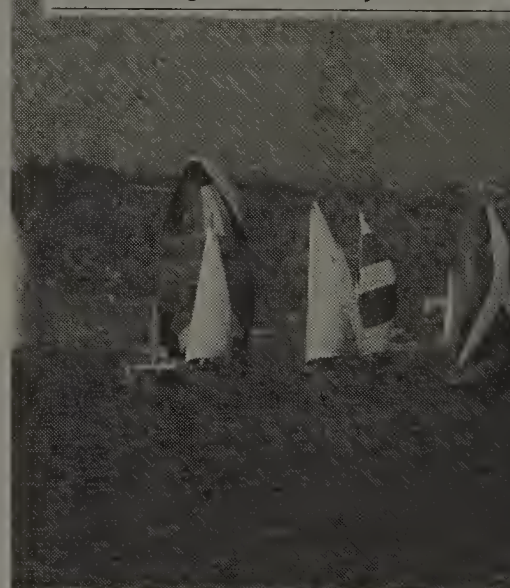
Meet Nels of the Out-Island 41 'Bronco'. Out at sea, you can't miss his spinnaker.

Bronco — Morgan OI 41 Nels Törberson, Alameda

Nels is a two-time Ha-Ha vet ('00 and '01), and he exhibits a wacky, fun-loving spirit that the Rally Committee has always enjoyed. The best thing about Nels, though, is that he sails the heck out of his vintage Out-Island 41, beating many modern racer-cruisers that should easily leave him in the dust.

Why does Nels keep coming back? "I

When the starting horn blasts at the start of the Baja Ha-Ha there are always dozens of boats spread out miles behind the line, but that's okay because the Ha-Ha is the ultimate in low-pressure racing. Nevertheless, there are always a few diehards who hit the line right on the money.



Bob and Lesley say they've renovated every inch of their trawler 'Adventurous'.

contractor, while she was a real estate broker. They plan a ceremonial departure from the Bay — and the workaday world — on Lesley's 50th birthday, October 15, after which they hope their trav-

— SAILIN' TO SUNKISSED LATITUDES

really enjoy the camaraderie and support system," he says. "... At the start we are mostly strangers and at the other end there are no strangers. The sea and boating atmosphere seem to bring people together."

His crew this year includes other Ha-Ha vets: Kelly Collins, Roberta Robins, Roger Nicewanger (his third time), Mary Ann Schaffer, Bob Soleway (sixth time) and Mike Chambreau (second time). For Nels, however, longterm cruising will have to be deferred. He plans to head back to the Bay less than a week after the Ha-Ha's Awards Ceremony.

Blue Thunder — Cascade 42 Duncan Patterson & Bonnie Nelson Charleston, OR

Duncan and Bonnie started sailing early in life, but they tell us that *Blue Thunder* is the first boat they've actually owned. They bought her in 2000, apparently with some pretty grand fantasies: "If it all works out," they say, "we'll probably go to the South Pacific."

Now retired, Duncan from a career as an electrical engineer and Bonnie from working as a social psychologist, they're heading off without additional crew and

with an open-ended timetable.

Caballo del Mar — Ericson 38 Don Aarvold, Newport Beach

Hoping for a better rating, Don lists his "go slow gear" as follows: "roller-furling headsail and an inept skipper." We're not buying the inept skipper bit, because



Don of 'Caballo del Mar' is a serious sailmaker.

we know that Don is a sailmaker for Ullman, and besides, he's been 'practicing' since he was 15.

We'd be willing to bet that Don isn't nearly as focused on beating his competition as he is on simply getting out there. As he puts it, "A 40-year dream to do some extended cruising is finally becoming a reality." He's had a taste of Mexico, having done about a dozen Newport to Ensenada races, but this time he's in for the real



Mort and Carolyn will leave the snow behind to cruise aboard 'Carolyn Kay'.

deal. With longtime sailing crony Dorman McShan along as crew, Don plans to cruise the Sea of Cortez after the Ha-Ha, and possibly head for the Caribbean eventually.

Captain George Thomas — C&C 30 Bill Thomas, Stockton

Why did Bill enter his boat in the Ha-Ha? "No one would take me," he claims.

He explains that his boat, *Captain George Thomas*, was "named after three generations of sea captains in my family, all of whom would say this is crazy — it's too small and can't haul any cargo!"

Bill has already done two Baja Bashes and one downhill run to the Cape. This time, with Dale Anderson, Tom Oachs and Malisa Hase along as crew, he plans to continue on to Puerto Vallarta — where he expects to "win" the Banderas Bay Regatta — then possibly truck *Captain George* home from San Carlos.

Carolyn Kay — Hardin 44 Mort & Carolyn Meiers South Lake Tahoe

Mort and Carolyn will have quite a change of pace this winter. They plan to winter in the sunny Sea of Cortez, as opposed to staving off the cold of the Sierra Nevada snows, and we'd imagine they're pretty excited about it.

They've been sailing since the '60s and have owned three previous boats, but buying this Willam Garden-designed 44-footer six months ago was a big step up in size and comfort. With plenty of room for additional crew, Steve Ott, Chris Strohm and Doyle Harris will come along for the ride. As the Meiers put it, "Cruising on a sailboat with friends and family has to be a 10 on a scale of 10!"

Darling — Oyster 485 John Furth, Santa Rosa

John tells us that the highlight of his 20-year sailing career was the five



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months he spent in the Med, sailing from Spain to Turkey. He now sees the Ha-Ha as the first step in recapturing those glory days. He plans to be back in the Med for the summer of 2003.

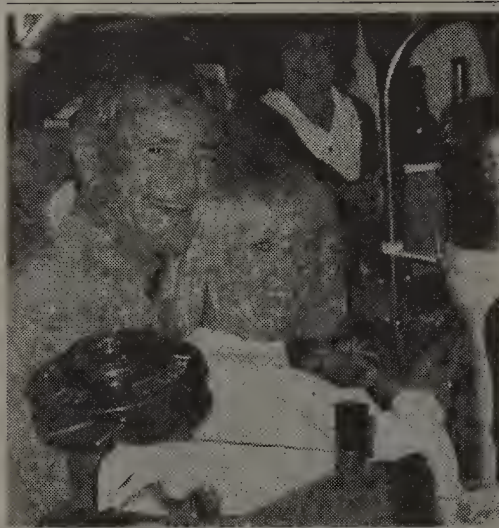
Retired from a career in optical management, John looks forward to "meeting people who share the passion" and to swapping stories about things that broke and "how clever we were in fixing them." John's brother Mike will crew to the Cape as will Ed Cummins.

Dragon's Lair — Peterson 44 Bill Kutlesa & Gayle Summers San Diego

"We have sold everything we owned except the boat and our bodies for this adventure. The bridges are burnt and the survivors were slaughtered. Obviously, we intend to stay out cruising a long, long time," says Bill.

As they head out to sea, he and Gayle have set what seem to be some pretty reasonable goals: "Going east by traveling west; keeping away from kids; keeping away from pets; and keeping away from jobs." We wish them luck.

At this writing, *Dragon's Lair's* forms



Bill and Gayle of 'Dragon's Lair' claim they sold everything they owned to go cruising.

are incomplete, so we don't know who else will be along for the ride, but if we had to guess, we'd say they'll probably have a fun-loving attitude, like their captain.

Fiddler's Green — Celestial 48 Sue Fox & J.T. Meade, Sausalito

Sue and J.T. have lived aboard *Fiddler's Green* since purchasing her two years ago and they're a little shocked to note that they still have "some empty

spaces."

Before cutting the dock lines to pursue a life of longterm voyaging, Sue worked as a high school science teacher, while J.T. was a well-known sailing instructor for Modern Sailing Academy. Their future cruising plans aren't yet etched in stone, but they've hinted at doing a loop through the South Pacific, then back home via Hawaii. The final member of *Fiddler's* crew is their 4-year-old son Dylan.

Frances V. — Pearson 390 Bette Vallerga & Ron Krelle Mountain Ranch, CA

Both Bette and Ron have been to Mexico many times, but never by boat. Frances V. has made the trip south several times, however, so hopefully she remembers the way to the Cape.

Since retiring from the DA's office in Calaveras County, Ron has been working tirelessly to ready *Frances* for open-ended cruising. "He would have left with or without me," says Bette, "and I am not one to be left behind." Consequently, she has taken a leave of absence from her position as an elementary school

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Here's the crew of 'Frances V.': Ron, Bette and a mysterious stowaway.

principal. The couple's post-Ha-Ha game plan is apparently only loosely defined, but they do plan to "continue sailing south."

Free Spirit — Jeanneau 40 The Richards Family Sutter Creek, CA

For Lionel and Anne Richards, this year's Ha-Ha will serve as a shakedown for an open-ended trip next year. This time, they plan to bash back up the coast from Cabo shortly after completing the

Rally. But they're determined to reenter the Ha-Ha again next year, then continue on through the sunny latitudes of Mexico and points south.

Joining mom and dad will be their sons Jonathan, 18, and Matthew, 14, as well as Doug Perry, who will fill the role of captain this year, sharing his extensive sailing knowhow along the way so that the Richards can sail as a self-sufficient crew next year.

Lionel and Anne are taking a break from their dental practice to make the trip, while the boys play hookey from school.

Humuhumu — Choy/Morrelli 70 Dave Crowe, San Jose

Why is Ha-Ha 2000 vet Dave Crowe coming back for more this year? "Where else can you spend so much, sleep so little, get so cold, get so hot, boogie on a sandspit and find paradise in a week?" he asks. And he certainly has a point.

Dave learned to sail at age eight, and from what we know, his love of the sport hasn't waned a bit over the years. At this writing his crew is yet to be announced, but if his previous cadre of sailing mates



Captain Doug Perry (left) will join Anne and Lionel Richards aboard 'Free Spirit'.

is any indication, the 2002 Humu crew will undoubtedly be a spirited, fun-loving group — look for them on the dance floor.

Impulsive — Wellington 47 Chuck Havens, Eureka

One look at *Impulsive's* gear list and you can tell she won't be the fastest boat in the fleet, but she certainly sounds like a comfortable cruiser. Not only does this full-keeler carry 470 gallons of water and an equal amount of fuel, but she has an

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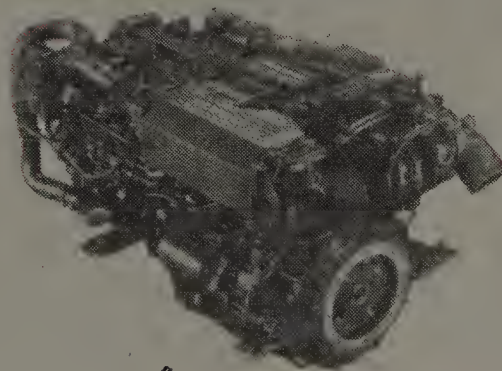


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onboard watermaker and a washer/dryer.

Chuck has owned her for 14 years and during that time he — and she — have crossed many miles together, including a trip from the Gulf of Mexico to Europe and another from Hawaii to Canada.

It looks as though Chuck's crew list is still evolving, but so far the roster includes navigator Jeton Allen and a gal whose first name is Vicky. Post Ha-Ha plans are to carry on cruising until. . .

Kindred Spirit — Tayana 42 Mike & Katya Garrow, Sausalito

"We've both worked too hard for too long," say Mike and Katya. "We're really ready for this open-ended adventure."

Mike has owned this big Tayana for 13 years and during that time, he's made many coastal trips aboard her. Reading that Katya learned to sail six years ago, our Ha-Ha sleuths have deduced that she must have come into Mike's life about that time. In any case, at this point in time they both seem to be equally fo-



Judging by their Halloween costumes, Mike and Katya really are 'Kindred Spirits'.

cused on pursuing grand cruising adventures. "This boat will be our home for the next 2, to 5. . . or perhaps 10 years."

Neither of them has sailed in Mexican waters before, so they plan on spending a season exploring the Sea of Cortez before heading out into the South Pacific next spring.

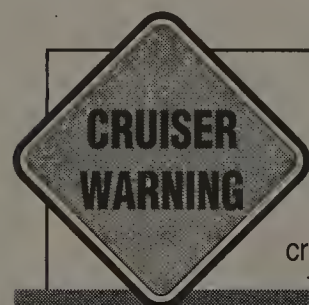
Liberté — Gib Sea 43 Club Nautique, Marina del Rey

This entry is quite different from the norm. *Liberté* is owned and operated by the Club Nautique sailing school chain, and she will be crewed by club members, with sailing instructor Tom Dameron in the role of skipper.

"We've done the Baja Ha-Ha the last two years and our club members' response has been so positive we just had to do it again," says Tom. At this writing, the lucky club members who will accompany Tom have yet to be announced, but they are all sure to get plenty of valuable hands-on experience as they wend there way south to the Cape. Afterwards, others will experience the less glamorous side of cruising, when they bash north again to return *Liberté* to her home waters.

Liberty Call — Catalina 400 Gene Crabb, Phoenix

Our first instinct was to write something here like, "If your navigation is shakey, just follow the three retired na-



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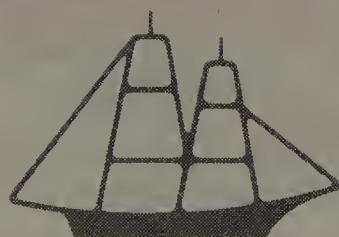
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val officers aboard *Liberty Call*." But when we read that Captain Gene is a retired submarine commander we thought better of it — who knows where he might lead you.

"In the Navy," explains Gene, "'liberty call' was announced when it was time to have fun!" Knowing that, we assume that he and his crew, Bill Griggs and Tony Van Houweling, will live up to the name's connotation, having a jolly good time on the trip south. After the Rally, they plan to cruise Mexico until June then grit their teeth and bash north again.

Lorelei II — Hunter 460

Kenneth & Margaret Sells, Long Bch

"We enjoy traveling the world," say Kenneth and Margaret, "learning about other cultures and peoples, and trying to communicate somehow when there is a difference in language."

Both are longtime sailors, but their story is a bit different from most. Until recently they were based at Kansas City, MO, where they enjoyed freshwater sailing for over 30 years. Now retired — he was a doc and she was an attorney — they see the Ha-Ha as "the next big step,"



Oregonians Melissa and Ed of 'Mag Mell' are searching for something... sunshine!

as it will get them out on a "really big lake." Apparently their cruising itinerary is open-ended, and they'll start with a stint in the Sea of Cortez.

Mag Mell — Endeavour 37

Ed & Melissa Phillips, Eugene, OR

"We are from Oregon and have never seen the sun," explain Ed and Melissa. "We are very, very excited!"

Having left behind their respective careers as a deputy sheriff and a chemical engineer, Ed and Melissa tell us they

bought *Mag Mell* with a trip to the South Pacific and New Zealand in mind. Little did they know at the time that *Mag Mell* had already made that run five years earlier. "The boat heads west when you let go of the wheel, so I guess it had a good time and wants to go back!" They intend to join the 2003 Puddle Jump fleet next spring, beginning a west-about circumnavigation. And although they have limited offshore experience, we'd bet they'll do just fine.

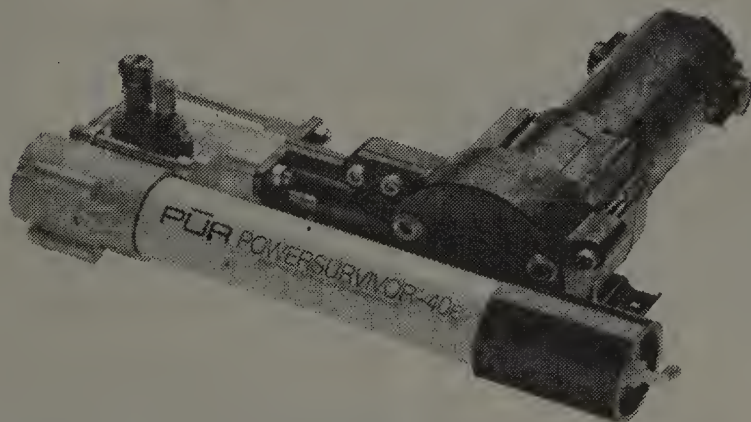
Mariposa — Valiant 40

Rich DeLateur, San Francisco

"I crewed on anything that moved as an adolescent," explains Rich. "I did a lot of Bay racing, mostly on Ericsons and Cals. I had raced my own Hobie Cat through and after college, but I never placed well except when I was one of the few not to capsize at the Sharkfeed Regatta." By way of explanation, he notes that he is 6'3" and weighs 240.

Rich is a vet of 20 years at Intel, a career which allowed him to travel extensively. In addition to globetrotting by jet, he has cruised on both U.S. coasts as well as in the Med and Aegean. Now,

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however, at the young age of 44, he is taking off on an open-ended cruise, with his sights set on "the Panama Canal and beyond." On the run to the Cape, Don Hart will be along as crew.

Mermaid — Aleutian 51

Mike & Robin Stout, Burbank

This roomy 51-footer may have a long waterline, but don't expect her to be the swiftest boat in the fleet as she's carrying a garage-size complement of toys and gear. In addition to her solar panels, hard dodger and oversized fridge and freezer, *Mermaid* is equipped with a wind generator, three dinghies, a kayak, a scuba compressor and scuba gear.

The Stouts bought her fully equipped for Mexican cruising just this summer. Perhaps the most notable thing about this entry, however, is that Mike and Robin plan to tape a TV show about the experiences of their 13-year-old son Austin. Sounds like a great idea to us, especially since the Stouts plan to head out across the Pacific in the Spring.

Rounding out *Mermaid's* Ha-Ha crew will be Mike's brother David Stout and Kathy Ross.



Gilbert and Sandra of 'Mitsou' have been anticipating this cruise for decades.

Mitsou — Swallowcraft 36

Gilbert & Sandra Pitt, Half Moon Bay

"After 33 years of planning and anticipation, not even this stinking economy is going to keep us from starting our cruising life," say Gilbert and Sandra. They both have been sailing for decades and have owned eight boats over the years. *Mitsou* was built in Korea's largest shipyard to a Dutch design, and was launched in '81. Since then she's proved her seaworthiness on trips to

Cabo, out to Hawaii and up to Alaska. Like their boat, the Pitts also list far-flung destinations on their sailing resumes, including the Indian Ocean and French Polynesia. After completing the Ha-Ha, they say they'll wander on down south to P.V. and think about doing the Pacific Puddle Jump.

Morning Star — Valiant 32

Elaine Roche, San Francisco

"I was laid off in November," explains Cap'n Elaine, "and decided to take some time to make memories with family and friends." Initially, she'll be joined by her brother Charlie and friend Frank Chan.

Over a two to four-year period, her game plan is to gradually work her way to the Panama Canal, across the Caribbean and up to Maine. She's been sailing less than a decade, but already has some impressive offshore passages under her belt including a trip from England to the Canary Islands. She bought *Morning Star*, her first boat, five years ago. In anticipation of traveling through Latin America, Elaine has been diligently studying Spanish for several years.



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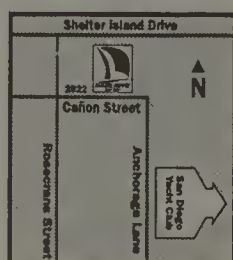
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Mr. Destiny — Tayana 37 Richard & Marianne Brown San Diego

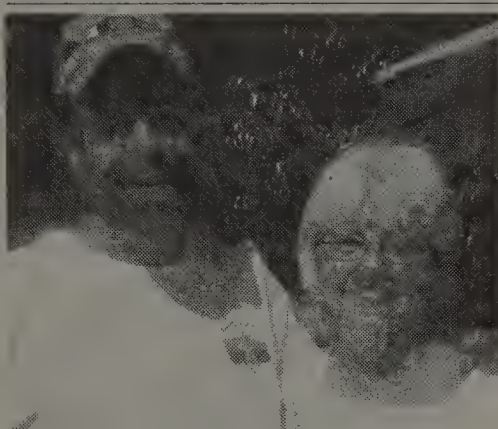
"We're going now," say Richard and Marianne. "We're going cheap, but we're going now."

Now, that is, "instead of waiting until we have enough money, the boat is perfect and we have all the confidence we need."

Having lived aboard for several years, while dreaming about the cruising life, they feel that "doing the Baja Ha-Ha represents a crossroads between corporate lives and the cruising life. We are hoping that this will help us know better what we want to do with the rest of our lives." With more than 20 years to go before retirement, they figure that spending a season in the Mexican sun will help them decide whether to "hop back on the corporate escalator" or to pursue the cruising life long term.

Sweet Pea — Formosa 44 Bud & Penny Clark, Phoenix

According to her owners, *Sweet Pea* appears to be a bit 'barn sour.' They've made plans to head south twice before,



Bud and Penny of 'Sweet Pea' are bon vivants in training.

but were foiled at the last minute. "Third time's a charm!" say Penny, a music therapist, and Bud, a recently-retired contractor who is hoping to start a 'second career' as a *bon vivant*. Have we mentioned that the Ha-Ha is the world's leading producer of *bon vivants*?

Redhead — Grand Banks Trawler Skip & Maureen Gorman, San Diego

The Gormans didn't mention whether the 42-ft *Redhead* was schooner-rigged or a ketch, but we're assured she has plenty of 'iron wind' to make the trek

down Baja. Joking aside, we're happy to welcome them and the rest of the slowly-growing contingent of power yachters who join the Ha-Ha. Although Skip and Maureen — both retired graphic artists — have always been powerboaters, they claim they also frequently go sailing with ragboat friends. (We plan to make them tie a sheepshank or something to prove it.) Along for the Ha-Ha aboard *Redhead* are friends Fred and Mary Haines.

Spirit of Joy — Crealock 40 Cecil Newsome, Dana Point

Cecil first heard about the Ha-Ha from a dockmate at Dana Point harbor about the time he acquired *Spirit of Joy* 3.5 years ago, and has been preparing himself and the boat ever since. "It will be the perfect way to start retirement, meet like-minded adventurous people and flatten the learning curve," says the former Pfizer corporate manager. His crew for the Ha-Ha and beyond is friend Kevin Ryan, also of Dana Point.

When Cecil noted on his entry that the Ha-Ha "will be my first race," it kind of made us chuckle. The Ha-Ha could hardly be less competitive if the fleet



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BAJA HA-HA IX PREVIEW, PART II

stayed anchored in one place the whole time. We're giving him fair warning that participation in the Rally could spoil him for 'real' racing for all time.

Tamara Lee Ann — Celestial 48 Doug & Tamara Thorne San Francisco

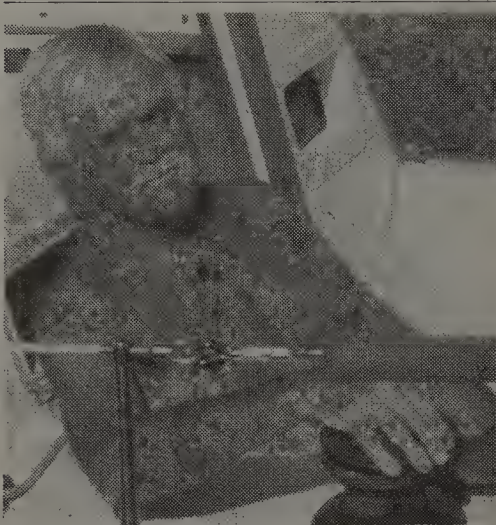
"The boat's not ready and neither is the family," write Doug and Tamara, likely echoing the sentiments of many other Mexico-bounders. "But when will they ever be. So anchors aweigh!"

Part of the 'readiness factor' stems from the fact that the boat was built in China and many of the wiring labels are in Chinese. But her sailing abilities and amenities — king size bed, air conditioning and huge fuel and water tanks — more than make up for such minor glitches. In fact, with 300-gallon water tanks, we hereby award her the status of Ha-Ha fireboat!

The Thornes' hardy crew for the trip south consists of Max, 5, and Taylor, 9.

Taurus, Hunter 54 Ron Rowley, Long Beach

Ron cites two main motivations for



Cap'n Ron of 'Taurus' has owned 18 boats over the years.

doing the Baja Ha-Ha. The first is a quote he heard years ago: "Sailing is life. All else is just details." The other reason? "A friend bet me I would never give up work and go cruising." That friend is about to pay up.

Taurus, which Ron describes as "really only a 40-ft boat with an attached garage," is the 18th boat he's owned in 30 years of sailing. The now (maybe) retired architectural designer and construction manager has enlisted crewing

help from Dan and Kathy Price and Roger and Corine Gisseman — "hoping that we'll still be talking by the time we reach Cabo."

Tayana — Lapworth 53 Greg & Susan Reaume, Long Beach

Talk about being prepared for anything: the Reaumes are taking along two dinghies, two kayaks — and two engines! "If we can keep her afloat, we'll enjoy all her old world class and charm, including aft fantail seating" says Greg, a lawyer-turned-contractor. Built in 1961 (which we think makes her the oldest boat in this year's Ha-Ha), the lovely, wooden-hulled beauty is one of the best-traveled boats in this year's fleet, having made trips to Alaska, the South Seas and the Caribbean under previous owners. Greg and Susan's crew for the trip is Phoebe, their cocker spaniel 'sea dog.'

Ti Amo — Oyster 485 Carl Mischica & Linda Emmons, Newport Beach

We knew we liked Carl immediately when we learned he'd rescued Linda from the Dark Side. She was a lifelong

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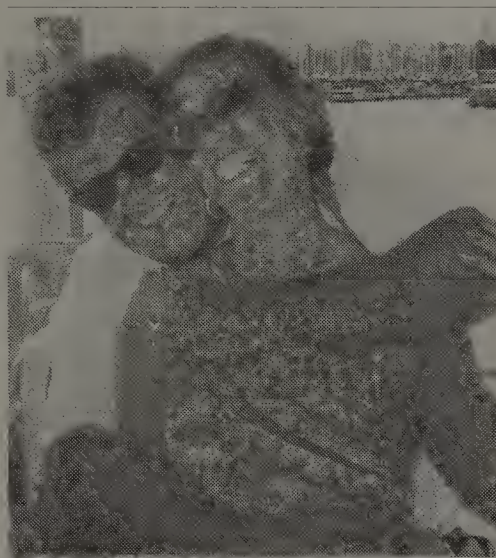
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— SAILIN' TO SUNKISSED LATITUDES

powerboater, but Carl introduced her to sailing — in Mexico — in 1998. *Bueno!* Another interesting aspect to their participation is that they also did the 2000 Cruiser's Rally on an Oyster 485... but not the same one! (That one was *Tiger's Life*.) Carl, recently retired from ad sales, and Linda, a systems analyst, purchased *Ti Amo* in Europe in 1999 and sailed her back to Newport. After the Ha-Ha, they'll spend Thanksgiving in P.V., then it's on through the Canal to make 'Oyster Week' in Antigua in April, 2003.



Greg and Susan have taken on the stewardship of the classic woodie 'Tayana'.

they've even helped prepare boats for two past participants, but this is the first time they've stepped up to the plate themselves. That's the first reason the smiles emanating from *Toothpick* might seem particularly bright. The second reason is that the Ha-Ha marks Jim and Ellen's departure from the rat race and their entry into the cruising life. The third is that Jim, and crew Tom Minch, Dave Albright and Steve Stefani are all retired dentists.

(Actually, Steve is only practicing for retirement.) Rounding out the crew is Tom's better half, Ardyce.

Tout Suite — Beneteau First 40.7 Tim & Laurie Merrill, Vallejo

A 30-year sailor and former owner of (among others) the Santana 35 *Flexible Flyer*, Tim is an experienced racer with several offshore races, coastal races and deliveries under his belt. Part of what made the policeman-turned-carpenter decide to take off a few months for a Mexico cruise was losing both his father and grandfather within the last three months. Among the final thoughts from both of them: "Do what you enjoy now, because you may not be able to do it later."

Tout Suite used this summer's Coastal Cup as a shake-down for the Ha-Ha, and with the strapping crew of Jeremy Nason (Laurie's son), Scott Parker, Jimmy Cockburn and Huck Tomason, seems like she should just keep on going down to Auckland to join the America's Cup series. Unfortunately, the sabbatical ends at the end of November and the boat will be trucked home.

Tomboy — Nautor Swan 44 Mk II Tom & Susan Friel, San Francisco

Hmmm. Tom and Susan must have the first-time jitters or something because all they told us on their entry info form was the color of the boat and that their crew for the Ha-Ha was Norm Gerber. No doubt the Ha-Ha's Sergeant at Arms will do a thorough interrogation.

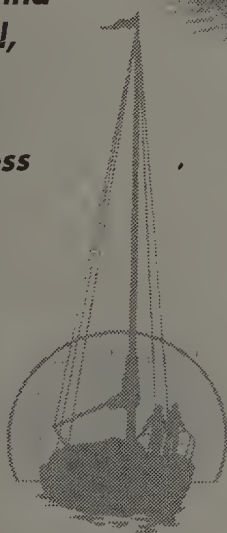
Toothpick — Pearson 36 Jim & Ellen Nordstrom San Francisco

Jim and Ellen have several friends that have done the Ha-Ha before, and

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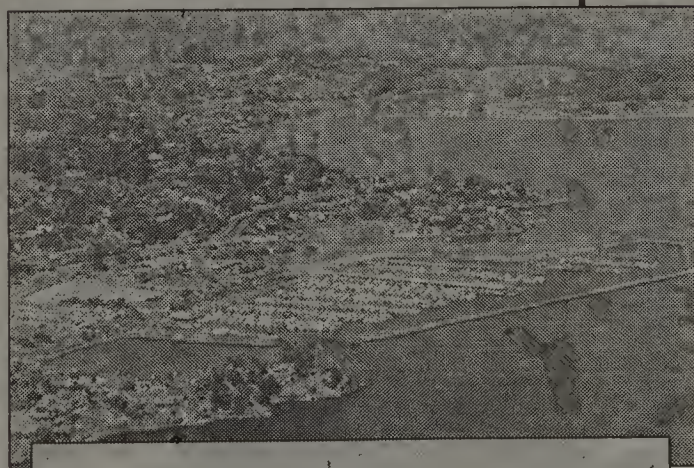
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Two Can Play — Endeavour 43 Dennis & Susan Ross, Portland

Dennis and Susan have been looking forward to departing the rat race for, oh, about the last 20 years or so. The Ha-Ha and Dennis' retirement from engineering finally provided the perfect springboard.

Two Can Play is their first and only boat, but the Rosses have 'kept their feet wet' over the years by chartering in such far-flung locations as the BVI and Australia's Whitsunday Islands. Now they're free at last to pursue an open-ended cruise on their own boat. Does it get any better than that?

T-BAAC, Krogen Manatee trawler Russell Kilmer & Audrey Germain Portland

Well, first of all, 'T-BAAC' stands for "the bars are all closed." But the unusual nature of Russ and Audrey's cruise only starts there. A former sailor, Air Force pilot and owner of a Sacramento-based aviation service, Russ explains:

"It has to do with marriage and a divorce. Audrey and I have been 'going steady' for 40 years! I guess that identi-



This cute photo captures eight-year-old A.C. of 'Unknown Soldier' preparing for the Ha-Ha.

fies me as a cautious, careful type — you never want to rush into anything without thinking it through. But at the beginning of the Ha-Ha, we'll be married (probably in September). Also in September, I'm getting divorced — from the busi-

ness I founded and ran for the same 40 years."

These folks almost make us want to create a "best tale" award — and name it after them!

Unknown Soldier — TBA Doug & Josette Schmer El Dorado Hills

"We are so excited about doing the Ha-Ha that we're signing up and getting our money and forms to you before we even have a boat!" write Doug and Jo. And we suppose the dog ate their homework, too.

Doug and Josette met at the Oklahoma City Air Traffic Controller Academy in 1992. Neither one had ever sailed, but they shared the dream of living on a boat someday. They were married nine months later, and instead of a ring, Doug gave Josie an Islander 32 named *Beautiful Beginnings*. Is that romantic or what!?

The couple have since progressed through a Wylie Wabbit, an Olson 25, a 40-ft liveaboard trawler and the birth of son A.C., now 8. Recent FAA politics offered the perfect excuse for taking a one-year sabbatical, and the Ha-Ha will start

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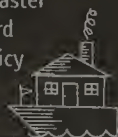
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it off. Now all they need is a boat.

Vanadis — Wasa 38

Terry & Susan Anderson, Tacoma

This year's Ha-Ha marks the beginning of "Phase IV" of Terry's life — retirement as an electronics tech just 8 days later than his lifetime 55th birthday goal. Not bad. Unfortunately, Susan has to put in a couple more years as a project manager at the Fred Hutchinson Cancer Research Center. So the plan, says Terry, "Is for me to start practicing the retirement scene and for Sue to do the Pacific NW/Mexico shuffle for a few years."

The Andersons slipped along a steep learning curve with the boat when they did the '98 Pacific Cup and lost their rudder 600 miles from Hawaii. Fortunately, Terry's self-designed emergency rudder was more than up to the task of getting them the rest of the way. So if anyone on the Ha-Ha Rally has rudder problems, don't call the Rally Committee, call Vanadis.

Vita é Bella — Beneteau First 36s7

Colin Pallemear, Seattle

In the two and a half years he's owned



Sharon and John Warren did the 2000 Rally aboard 'Warren Peace'. Now John's back with an all-guy crew.

Vita é Bella, Colin, a retired telecom executive, has set her up just the way he wants her for some extended single-handed sailing — including a pearwood-paneled interior designed by Phillippe Stark.

Colin acquired the odd nickname 'Spot' during a singlehanded circumnavigation of Vancouver Island — a shake-down for cruising if ever there was one.

One night he got together with some other cruisers for dinner, and arrived with a dog bowl — which most single-handers know is an ideal implement when you're sailing alone. The other sailors thought it was hilarious and he was Spot from then on.

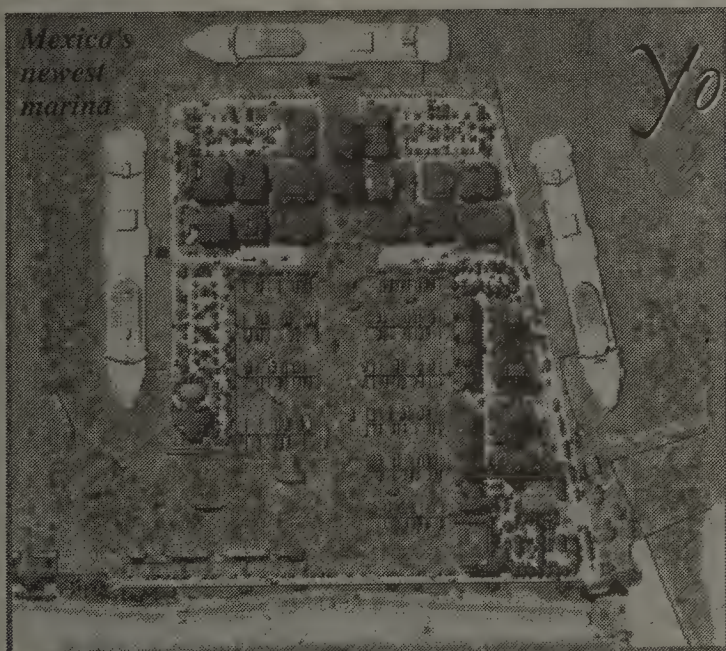
Accompanying the ol' seadog to Cabo will be crew Ed Pinkham, Bob Young and Ron Holbrook.

Warren Peace — Passport 47

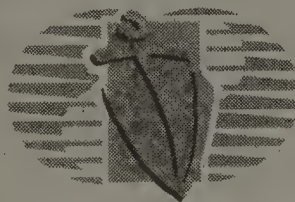
John Warren, San Francisco

It's close, but we think this year's 'Go-Slow Gear' award will likely go to Warren and his crew, David Foy, Andre Klein and Bob Naguin. Among the impediments to speed they list are "many cases of beer and champagne, dragging fishing lines with occasional fish on them and too many 'fat old guys' on the crew." Geez, that last one alone is worth at least two extra hours per mile.

Then again, John admits to some depth of talent among his stalwart mates. Andre also owns a Passport 47, David owns a Passport 40 and Bob . . . well, Bob owns a large powerboat — but it has an icemaker!



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BAJA HA-HA IX PREVIEW, PART II

Then Warren goes on to admit that the whole thing has been arranged to "re-live one of the most fun sailing experiences ever when we did the 2000 Ha-Ha." What? These guys are a bunch of wringers! Forget the two hours.

Water Dragon — Islander 34 Graham Ashlock & Taryn Ettl Berkeley

At 25 and 27, respectively, Graham and Taryn are among this year's youngest Ha-Ha'ers — and don't all the rest of us wish we could have done what they're doing now when *we* were that age!

In fact, theirs has been somewhat of a whirlwind relationship ever since they met while sailing on a mutual friend's boat from Berkeley to Santa Cruz in 2001. They decided to go cruising together shortly thereafter. They found *Water Dragon* last November in a *Latitude* ad, drove to Ventura to see her — and bought her on the spot with no survey and no sea trial. In early December, they doublehanded her to her new homeport of Berkeley and moved aboard. So far, the biggest argument they've had is how to store Graham's surfboards



Taryn and Graham of 'Water Dragon' are heading 'out there' while they're still young.

down below. (Taryn got some mileage out of that one.)

After the Ha-Ha, the former sailing instructors (Graham also worked at the chandlery at Svendsen's and Taryn once had a 'real job' as a software engineer) plan to "head south until it gets cold, then head west," shoring up the cruising kitty as they go.

What's Up Doc — Crowther 48 cat Keith MacKenzie, Coquitlam, BC When asked why he decided to enter

the Ha-Ha Rally, Keith said, "Apparently there was some free beer at the end of the race last year."

But, knowing his past, we're pretty sure Keith has a slightly larger agenda. Having fallen in love with sailing at age 20, he became "smitten" by catamarans shortly thereafter and eventually saved enough money to buy his dream boat, an Australian-built Lock Crowther cat. After taking delivery of her in Noumea, New Caledonia, he spent the next four years cruising the South Pacific.

Beyond just exploring the world's oceans on his own, Keith had a dream of teaching offshore sailing techniques to "people who share the same enthusiasm for adventure under sail as I do." The company he founded around that concept is called Offshore Catamaran Expeditions. Sharing the thrills on the trip south will be Beth Anderson, Greg Herschell and Mike Floyd.

We don't know *What's Up Doc's* precise itinerary after the Ha-Ha, and we'd bet Keith doesn't either. Our guess, however, is that he'll head to wherever the wind blows sweet and there are exciting new landfalls to explore.



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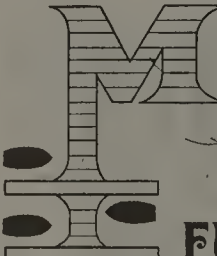
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Wavy — Hughes 40 cat Michael Wright, Pt. San Pablo

Wavy is the 15th boat Mike has owned since learning to sail at Newport Beach way back in 1959. She was cold-molded in Port Townsend with alternating layers of cedar epoxied together. Wright tried to make the '01 Ha-Ha but couldn't quite pull it together in time. This year, he says, "I'm much better prepared and looking forward to it."

Wright was still looking for crew as we went to press. He plans to stay in Mexico until the fall of '03 before returning to the Bay Area.

Whisper — Hallberg-Rassy 42 Robin & Duncan Owen, Alameda

When it comes to the question, "Where did you meet?" Robin and Duncan have one of the most unique answers we've ever heard — they met in a nuclear power plant in Florida.

Both had already developed a love of the water, but to hear them tell it, "the dream of cruising together on a sailboat was born somewhere on a warm, sandy beach." At this writing they've both quit their jobs in the high tech industry in

pursuit of their cruising dreams. They bought this Swedish-built beauty in 2000 and have given her several shakedown cruises since in the Pacific Northwest and S.F. Bay.

After the Rally, they look forward to two to four years of carefree cruising. Eventually, though, they realize they'll have to "get back to being responsible, income-generating, tax-paying citizens."

Wind Spirit — Slocum 43 Barry & Sue Swackhammer San Francisco

Barry and Sue have already done both a Mexico cruise and a milk run on other people's boats, so now it's their turn. Since buying *Wind Spirit* 14 months ago, they've been steadily making improvements to her and polishing their sailing

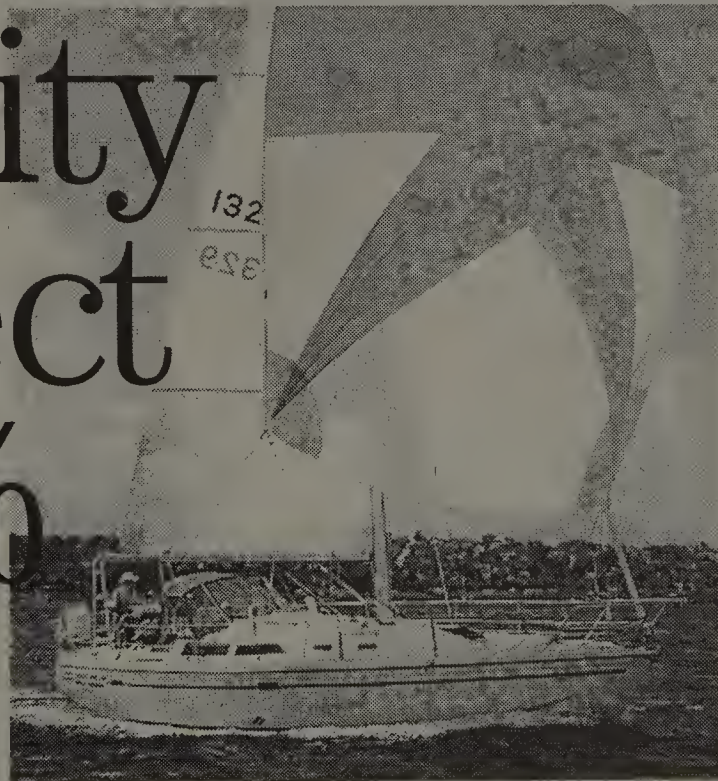


Look closely and you'll see dolphins dancing off 'What's Up Doc's' bow, during one of her past adventures. (The crewperson is unidentified.)

skills. They've also decided to live by the mantra, "If you're not part of the audience, you're part of the entertainment." We're not quite sure what that means exactly, but it sure *sounds* decisive.

Barry, an "investor," and Sue, a former technical writer, will continue south after the Ha-Ha to join up with the 2003 Pacific Puddle Jumpers.

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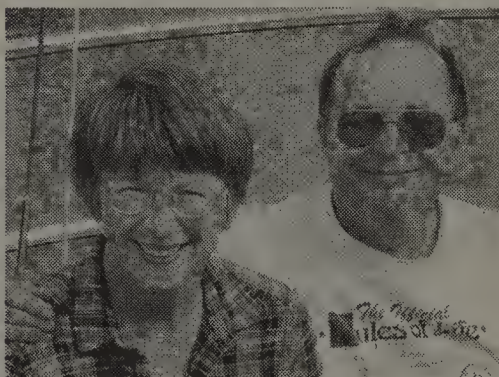
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BAJA HA-HA IX PREVIEW, PART II

Wings — Capricorn 48 **Terry Browne & Deborah Gillespie** **Anacortes**

Wings began life as one of only seven German Frers designed 48-ft performance cruisers. Launched in 1984, she spent most of the first part of her life cruising from New Hampshire to the Caribbean, until a previous owner had her trucked from Fort Lauderdale to Anacortes. There, for the last five years, she has been lovingly restored and refitted by Terry and Deborah, who announce (tongue firmly in cheek) that "By the time we reach San Diego, everything will be working perfectly — and we don't expect any more problems for the rest of the cruise!"

The boat's name comes from the fact that Terry recently retired from 33 years as a pilot for Northwest Airlines, watching the sun rise from the cockpit on his regular runs to the Orient. Now he's looking forward to watching the sun rise over a kinder and gentler cockpit.



Barry and Sue of 'Wind Spirit' plan to join the Pacific Puddle Jumpers next spring.

Valahalla — CT 41 **Robert Wooll, San Francisco**

Since we tend to follow that old adage, "The more, the merrier," we're always befuddled by the fact that so many boats are crewed by a husband and wife alone, with no additional crew. Robert, however, will take the opposite tack, bringing along four good friends so there will be plenty of folks to stand watches — and they might even get some sleep.

Joining him will be his girlfriend, Beth Burns, cousin David Kelly, and friends Karen and John Guichard. We don't know how long they'll all hang around after reaching the Cape, but Robert has future plans to visit Costa Rica.

Robert, who works as an insurance broker, claims he learned to sail at age five, which may be some kind of a Ha-Ha record. This trusty old CT 41 is his sixth boat.

Since you're eyes are probably as tired as our fingertips, we'll take a break here until next month. By the time that final installment of Ha-Ha profiles appears November 1, the fleet will already be breezing along toward the Cape.

After two or three nights at sea, they'll stop off at the tiny town of Turtle Bay, where it's become a Ha-Ha tradition for cruisers to pass out Halloween candy to all the bright-eyed local kids. Leg Two will end with a layover at Bahia Santa Maria, a completely undeveloped natural harbor. Then they'll make final run to the wonderfully wild port of Cabo San Lucas.

Look for a complete wrap-up report in our December issue.

— *latitude/aet & jr*



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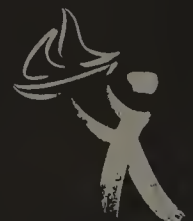
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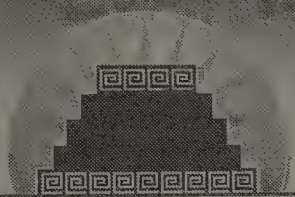
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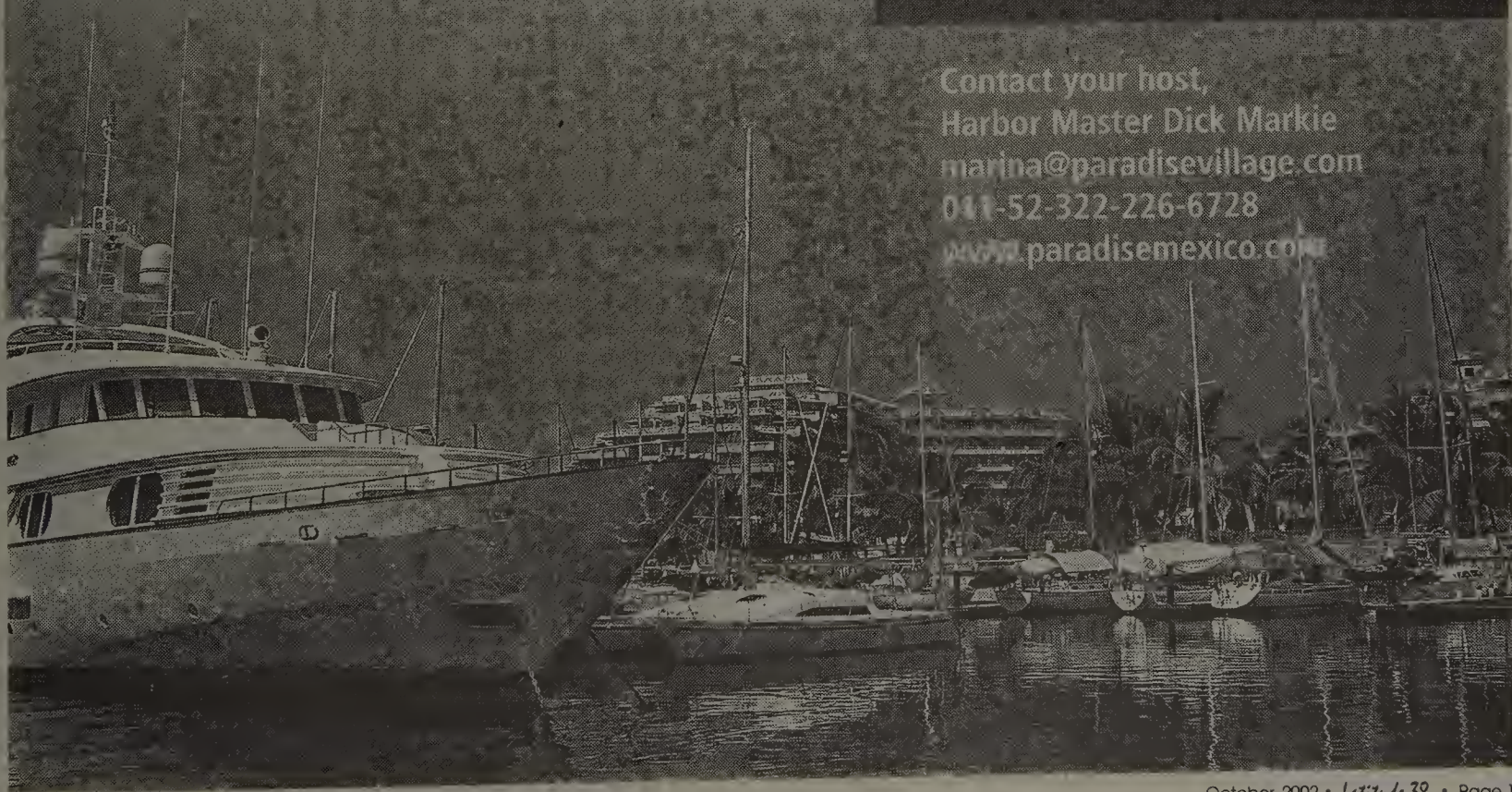
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2002 MEXICO-ONLY

Okay, 'fess up. What do you guys know that we don't? The reason we're asking is that the Mexico Crew List on these pages is heftier than it's been in years. Is there some kind of party going on that we don't know about?

Truth be told, our editorial hunch, intuition and throbbing big toe (never fails us) tells us the Class of '02-'03 is going to be one of the biggest ever. If the old adage of 'safety in numbers' is true, Mexico should be the safest place on the Pacific Rim this season.

Which is as short an intro and as good a reason as any to

IMPORTANT NOTE: *Latitude 38* offers the Crew List as an advertising supplement only. We neither make nor imply any guarantee, warranty or recommendation as to the char-

acter of individuals participating in the Crew List, the condition of their boats, or any weather or sea conditions you may encounter. You must judge those things for yourself.

acter of individuals participating in the Crew List, the condition of their boats, or any weather or sea conditions you may encounter. You must judge those things for yourself.

cut right to the chase: Welcome to the 2002 Mexico-Only Crew list, the one-stop shopping place for people wanting to find boats on which to sail to Mexico this season, or for boat owners looking for crew.

Back in the Pleistocene epoch when *Latitude 38* began, the only way to find crew was to hoof around from one dock to another, or to 'know someone,' or to settle for the 18-year-old son of your wife's cousin's uncle who knew squat about sailing but played great air guitar to Metallica tapes. This method left many able crew ashore and boats shorthanded. About 20 years ago, we came up with the idea for a central listing where everyone out there — both boat owners and crew — could find the situation that best suited them.

Well, maybe not everybody. The Crew List may be used by anyone, whether their name appears here or not. But everyone must first acknowledge the disclaimer in the thin gray box. If you can't accept what it says, please do not take part.

If your name does appear on these pages, there are numerous advantages. First of all, for newbies, everyone who appears here took the time to fill out a form and send it in with a small advertising fee. (The forms appeared in our August and September issues.) By appearing here, people can not only make calls, they will also receive them, effectively doubling their chances of finding a boat or crew. It also makes it easier to 'check out' anyone who calls you. If his or her name appears here, you can rest much more assured that they are on the level. Which is not to say most 'cold callers' won't be. But it's nice to just do a quick check of the list to see if the caller's wants and desires match yours. Another advantage is that you get into the Crew List party for free, while everyone else has to pay. More on that later.

Here's how it works. If you're looking for crew, simply scan the columns of men, women and couples who 'Want To Crew', decode their skills and desires and call those that most closely approximate what you're looking for. Crew do the opposite: check out the boat owners, types of boats, planned destinations and so on and call the ones that most interest you. Once you make the call — or someone calls you — be ready to give and conduct a mini-interview with each other. Crew might ask things like how long the skipper has been sailing, how many other crew will be aboard, how much time might be spent at each stop, when the boat was last surveyed, how much work might be expected on the boat in each port; that sort of thing. Boat owners calling crew might want to clarify skill levels (or lack thereof), ask about shared expenses or try to analyze compatibility with other crew, wives, etc. It's a good idea to write out your questions well before you make or receive your first call. Leave space below each question to jot down answers. Now go to Kinko's and run off 25 copies if you're a man and 50 if you're a woman. Then, with each new call, simply pull out a fresh sheet and

you're ready to go. Oh, one more thing: be sure to write down the caller's name *first thing* on the top of the page. Take it from us, if you don't, after about the fourth or fifth call, you won't remember who said what.

Here are a few more time-honored tips to make things go more smoothly.

- Seize the day: If you can, start making calls the day you pick up this issue. Just like all the bargain boats in our *Classy Classifieds*, the best deals often go quickly.

• Once again for emphasis: Please leave the hormone thing for other places and times. Phone calls should deal *only* with sailing issues. As we've mentioned before, a number of nice relationships and maybe half a dozen marriages have come about as a result of participation in the Crew List, but all these blossomed from initially platonic sailing arrangements.

That said, some women Listees will doubtless get calls from guys who think (and probably look) like the truck driver in *Thelma and Louise*. Which is why many of the women here are listed by first name or pseudonyms only. We actually encouraged them to do that for added security. We now also encourage women to ask as many questions as it takes to clarify crew duties and obligations if they suspect an overactive imagination on the other end of the phone. It's better to find these things out 'in here' rather than 'out there.'

- Don't call anybody before 8 a.m. or after 10 p.m.
- Have realistic expectations. Not all boats have interiors like Swans or go downwind like turbo sleds. Not all passages are smooth and sunny. Not everyone in a large crew will immediately like everyone else, and small crews can be even touchier to get right the first time. Newcomers should keep in mind that successful cruising requires a definite attitude adjustment, and the easiest way to start is to leave all egos on the dock. You won't really need them until you get back to the rat race, anyway.

- One corollary to the above is directed specifically at skippers: don't be put off by a potential crew's age. Bronzed young studs or studettes are fine for leading charges onto a pitching foredeck in the middle of the night, but we've always appreciated the wisdom and humor of sailors with a little mileage under their belts, too. Plus the latter group usually brings along better music. Give everybody a chance.

- This one should be obvious to both skippers and crews, but try to arrange a trial sail and overnight anchorage with the prospective crew locally before you make any final arrangements or choices.

- Finally — and above all — be honest. Don't try to 'make up' experience you don't have or tell contacts what you think they want to hear. As we've said a thousand times before, in sailing, if you don't know what you're talking about, someone who does can recognize it instantly.

To which some of you new guys might reply, "But I'm inexperienced. Doesn't that put me at a disadvantage?" The answer is yes — if you want to crew at the next America's Cup. But on cruising boats, some skippers actually prefer one or two less experienced crewmembers. They're easier to train to the skipper's way of doing things — and much less prone to argue about it —

than a more experienced hand.

Now about this year's Crew Party. As with many projects around here, the Mexico Crew Party, scheduled for Wednesday, October 9, from 6 to 9 p.m. at the Encinal YC in Alameda, has taken on a new identity. What used to be a relatively intimate get-together for Crew Listers has now snowballed into a huge event for Crew Listers, Baja Ha-Ha participants and veterans, transient and local cruisers headed to Mexico, sailors who hope one day to go to Mexico, you get the picture — come one, come all. There'll be munchies, T-shirts, liferaft and flare demonstrations, no-host bar, and lots of like-minded sailors all looking forward to cruising south of the border.

For Crew Listers in particular, the party offers several opportunities. First, if you've done the preliminaries on the phone, you can arrange to meet your prospective crew or skipper there for the first time. It's a great 'neutral ground'. Secondly, you can actually *make* your Crew List connection there. All Crew Listers get name tags color coded as to whether they're looking for a boat or looking for crew. If you haven't made your connections over the phone, that's how you make them at the party. Third, if you have any questions about any aspect of cruising Mexico, the Ha-Ha vets (who will have their own name tags) will be more than happy to answer them. If you have any interest at all in cruising Mexico — now or even years in the future — it's a don't-miss affair. And purposely arranged not to interfere with weekend sailing, football, baseball, Olympics, Simpsons reruns or any show where beautiful people have found a new excuse to give awards to each other.

If your name appears on the Crew List here (or if you're a skipper or first mate of Baja Ha-Ha I, II, III, IV, V, VI, VII or VIII), you get in free. Everybody else pays \$5 apiece. Please try to have exact change. And don't even *think* of handing a \$100 bill to our lovely Crew Listettes unless your insurance covers an extended hospital stay.

Well, that's about it. Except to note that 'safety in numbers' is relative in the cruising world. You might *feel* a tad safer knowing there are other boats nearby, but it's equally likely they're going to be calling you for help on some dark and stormy night as the other way around. So prepare well, sail smart, be vigilant — and write home, gosh darn it. We've never received a lot of feedback regarding Crew List crews and skippers and we'd like to hear how it all worked out for you.

NEED CREW

MEN NEEDING CREW FOR MEXICO

Bruce Emmons, 60, (707) 528-1161 (days), (707) 538-9401 (eves), 35-ft Packet cat needs 4,5/exp 1,2/looking for 1,2,3,6.
Dave Crowe, 57, (408) 396-6589, email: humuhumucaptain@hotmail.com, 70-ft sailing catamaran... needs 1,2,4/exp 1,2,3/looking for 1,2,4,9 (based in PV).
Denis Johnson, 38, email: denisj@msn.com, Peterson 44 needs 1,2,4,5/exp 1/looking for 1,2.
Don Mitchell, 56, (408) 733-5333, email: donmitch@prodigy.net, 42-ft aft cabin trawler needs 1,2,4,5/exp 1,2/looking for 2,6.

Gary Cook, 62, wcy4090@sailmail.com, Beneteau Oceanis 461 needs 2,6 (SoPac)/exp 2,3/looking for 2,8.
Jeff Nelson, 59, email: sailflyjeff@hotmail.com, 39-ft trimaran needs 2,6 (Baja to Panama)/exp 3/looking for 1,2,3,4,5,8.
John Lauthier, 51, (831) 429-8969, email: bikuna510@netscape.net, Valiant 40 needs 1,2/exp 2,3/looking for 1.
LHT, 60s, auditman@onebox.com, Swedish 32-ft sloop needs 1,2,3,4,5,6 (beyond Mex)/exp 1,2/looking for 2,3,4,5,8,9 (share expenses).

CODE FOR PEOPLE LOOKING FOR CREW

I NEED CREW FOR:

- 1) For the trip down
- 2) While in Mexico
- 3) Sea of Cortez Sail Week (April)
- 4) For Baja Ha-Ha IX, the cruisers' rally to Cabo starting October 28-29
- 5) Return trip up Baja
- 6) Other _____

MY EXPERIENCE IS:

- 1) Bay
- 2) Ocean
- 3) Foreign Cruising

I AM LOOKING FOR:

- 1) Enthusiasm — experience is not all that important
- 2) Moderately experienced sailor to share normal crew responsibilities
- 3) Experienced sailor who can a) share navigation and/or mechanical skills; b) who can show me the ropes
- 4) Cooking, provisioning or other food-related skills
- 5) 'Local knowledge': someone who has a) been to Mexico before; b) speaks passable Spanish
- 6) Someone to help me bring the boat back up/down coast
- 7) Someone to help me trailer boat back up/down coast
- 8) Someone who might stick around if I decide to keep going beyond Mexico
- 9) Other _____

L. Tone, email: sailmagic@earthlink.net, 32-ft Swedish maxi needs 1,2,3,4,5/exp 1,2/looking for 2,3,4,5,6,7,8.
Larry Drury, 61, email: larry@impostor.org, Passport 40 needs 4/exp 3/looking for 1,2,9 (no drugs or heavy drinking).
Mark Eason, 49, (541) 601-8296, email: markeason@yahoo.com, Cal 39, 1978 needs 1,2,3,4,6 (Central Amer, Costa Rica, Isla de Coco)/exp 1,2,3/looking for 1,2,3,4,5,8.
Mike Willmot, 58, (415) 206-9263, email: mikewillmot@earthlink.net, Cal 35 needs 2,6 (to Panama)/exp 1,2, 3/looking for 1,2,3a.
Paul Biery, 61, (925) 243-0678, email: sailn50@attbi.com, 43-ft Catana catamaran needs 1,2,4,5/exp 1,2,3/looking for 1,2,3,4,5,6,8.
Pete Boyce, 69/married, (209) 239-4014, email: edelweissusa87@hotmail.com, 40-ft Sabre 402 sloop needs 2,3,6 (2-4 wk cruises along Mex mainland & Sea of Cortez/exp 1,2,3, looking for 1,2,4,5,9(enjoy sailing, exploring, snorkelling, social for 2-4 wk periods).
Pete Teuber, 56, email: reflwest@harborside.com, Hardin 45 ketch needs 1,2,4/exp 1/looking for 2,8.
Richard, 44, email: richard@delateur.com, Valiant 40 needs 1,2,4,5,6 (possible extended cruise)/exp 1,3/looking for 1,5b,8,9 (Spanish).
TJ Durnan, 30, text-only email: constell@sat.com, attn: TJ, Cabo Rico 36 Tiburon center cockpit ketch needs 1,2,6 (SoPac 2004)/exp 1,2,3 (1600 ton license)/looking for 1,4,8.

COUPLES NEEDING CREW FOR MEXICO

Bob & Judy Zmore, 64/59, (360) 220-5796, Cape Dory 33 need 4/ exp 1,2/looking for 2,3.
Charles & Robin Breed, 40,(510) 501-2702, email: cbreed@pacbell.net, Elliott 48, 1997 need 3,4,5 (return in April)/exp 1,2,3/looking for 3,5,6.
Dick & Crew, 18-58, male/female, (408) 206-2591 (ship's cell), 011-8816-3143-3101 (ship's satellite phone), Jeanneau 52 need 2,4,6 (SoPac +/-exp 1,2,3/looking for 1,2,4,8,9 (female preferred).

2002 MEXICO-ONLY

MEN NEEDING CREW — CONT'D

John & Connie Cook, 60s, married, (290) 951-6160, email: john@bigvalley.net, Formosa 41, well equipped need 1,2,3,6 (positive attitude, open mind)/exp 2,3/looking for 1,2,3,4,5b,8,9 (free trip to Australia & pay for maintenance help).
 Sherman & Leslie Martin, 54/45, email: shermanandleslie@earthlink.net, Pacific Seacraft 37 need 1,4,6 (possibly Cabo to PV)/exp 1 (Puget Sound), 2 (6 wks), 3 (5 wks 1997 Polynesia, Cook Islands, Samoa)/looking for 2,3a,4,5,9 (non-smoke, non to mod drink, reliable, high character).
 Alain Gronner, 62, (831) 625-3746, email: carmetel@aol.com wants 1,2,3,4/exp 3,4b,c/offers 2,3,4,5a,6.
 Alan Burg, 61, (949) 280-4456, (909) 866-0624, email: suzalburg@hotmail.com wants 1,4,5/exp 4 (CG Captain, 4 trips to Mexico, 2 HaHa's)/offers 3,4,5.

WANT TO CREW

MEN TO CREW IN MEXICO

Alan Mathison, 50, (831) 239-3313, email: ammathison@aol.com wants 4/exp 3/offers 3,4.
 Alex Kerekes, 53, (831) 624-6930 wants 4/exp 3/offers 2,5a,6.
 Alex McGlamery, 53, (520) 529-3386, (520) 990-7054 wants 1,4/exp 3 (Newport Bermuda-St. Martin, Ft. Lauderdale-NY)/offers 2,3,4,5b,6.
 Alexander (Sandy) Fraser, 54, (480) 967-3147, Mesa, AZ, email: Sandyal55@aol.com wants 1,4/exp 3+4/offers 2,3.
 Art Rodriguez, 35, (408) 984-4805, email: arod@hotmail.com wants 1,2,3,4,5,6/exp 1/offers 1,4.
 Art Urbin, 51, (408) 985-2107, email: art@urbin.com wants 1,2,3,4,5,6 (extended cruise)/exp 4/offers 3,4,5a.
 Berndt Nording, 43, email: bnording@geoin.com wants 1,4,5/exp 2/offers 2,4,5b,6.
 Bob Beck, 60, (520) 579-6399 wants 1,2,3,4,5/exp 2/offers 2 (+ elec, mech), 4,5,6.
 Bob Edmunds, 54, (801) 971-3652, email: bajabob65@aol.com wants 1,2,3,4,5,6/exp 3/offers 2,4,5b,6, (has Hunter 41, SCUBA instructor).
 Bob Lipman, 57, (916) 362-2390 (home) (916) 227-1400 (work)

..... wants 1,4/exp 3/offers 3.
 Brian V., 27, (619) 977-LIAS, email: ru2hi3@hotmail.com wants 1,4/exp 4a/offers 2,3,4,5.
 Bruce Emmons, 60, (707) 528-1161 (days), (707) 538-9401 (eves) wants 1,4/exp 2/offers 2,4.
 Bruce Gillis, 60, (510) 337-9320 wants 3,4/exp 2/offers 3.
 Carsten Bossecker, 40, (604) 698-5023, email: cbosecker@hotmail.com, address 8101 Camino Dr., Whistler, BC, VON 1138 Canada wants 1,2,3,4,5/exp 2/offers 2,4,6.
 Casey Fleming, 46, (408) 309-8724 wants 3,4,5/exp 2/offers 2,4.
 Christopher Wenisch, 27, (415) 990-9684 (hm), email: wenisch@hotmail.com wants 1,2,3,4,5/exp 3/offers 3,4,6.
 Clyde Hancock, 38, (970) 984-3120, email: delfina_sail@yahoo.com wants 4/exp 4a,b,c/offers 3,5b.
 Colin Banks, 63, (425) 971-6135 wants 4/exp 4 (Baha VIII in Wassail & owner)/offers 3,4,5a,6.
 Dale McCauley, 47, (831) 659-1753 wants 2,3,4,5/exp 2,3 (Mex, Aust, NZ)/offers 2,3,5a (mech, cert diver, CPR).
 Dale Moosberg, 47, (775) 853-5451, email: saler73@hotmail.com wants 1,2,4,6 (no time restrictions)/exp 3/offers 2,5.
 Dan McCrackin, 62, (510) 483-1277 wants 1,2,3, maybe 4,5 (by Thxgiving), 6 (Panama-Miami by Feb. boat show)/exp 4a,b, (Mexico)/offers 2,3,4,5a,b (3 Ha-Ha's plus two trips as far as Puerto Vallarta).
 Daniel Arendt, 34, (707) 292-4008, email: dan@bookingcenter.com wants 3,5,6 (any day after 11/06)/exp 2,3/offers 2,4,5,6.
 Dave Fiorito, 52, (707) 568-5717, email: SwabbieD@aol.com wants 1/exp 4/offers 3,5.
 David Cotts, 48, (408) 733-7106 (hm), (650) 969-8811 (wk) wants 1,4 (1-2 wks)/exp 2/offers 3,4.
 David Demarest, 51, (415) 453-2899, email: demarest7@attbi.com wants 4/exp 4a/offers 2,3,4.
 Dominique Barthel, 39, (650) 269-1585, email: dominique.barthel@voila.fr wants 1,4,5/exp 4/offers 3.
 Don Fife, 50, (530) 577-3160 wants 4/exp 3/offers 2,3,4.
 Don McNerny, 60, (916) 454-4420, email: donmcnerny@aol.com wants 1,2,3,4,5/exp 2/offers 2,5b.
 Earl Nitsch, 41, (580) 436-1567

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CODE FOR PEOPLE WANTING TO CREW

I WANT TO CREW:

- 1) For the trip down
- 2) While in Mexico
- 3) Sea of Cortez Sail Week (April)
- 4) For Baja Ha-Ha IX, the cruisers' rally to Cabo starting October 28-29
- 5) Return trip up Baja
- 6) Other

MY EXPERIENCE IS:

- 1) Little or none
- 2) Some, mostly Bay sailing
- 3) Moderate, Some Ocean
- 4) Lots: a) extensive sailing
b) extensive cruising
c) foreign cruising

I CAN OFFER:

- 1) Few skills, I am a novice sailor
- 2) Skills of a normal hand: watch standing, reefing, changing sails
- 3) Skilled and experienced sailor. I can navigate, set a spinnaker, steer and handle basic mechanical problems
- 4) Cooking, provisioning or other food-related skills
- 5) "Local knowledge": a) I have cruised Mexico before;
b) I speak passable Spanish
- 6) Companionship

- wants 1,4,5,6 (down & back from SF, LA or SD)/exp 1/offers 1.
- Elan Caspi, 53, (510) 237-8677, email: elanc@yahoo.com wants 1,4/exp 2/offers 2.
- Eric Anderson, 55, (530) 674-3215, (530) 300-3190 (cell) wants 1,2,3,4,5/exp 3/offers 3,5,6.
- Ernie Fickas, 66, (360) 692-5069 wants 1,2,4/exp 2/offers 2,3,4a,5b, (prefer 6'3" + headroom).
- Evan Dill, 57, email: wegvan@winlink.org wants 6 (to SoPac or Central Amer & thru Pan Canal)/exp 4/offers 3,4,5,6 (massage therapist, now sailing from Tahiti to HI).
- Francis Harper, 58, email: fran@ix.netcom.com wants 1,2,3,4,5/exp 3/offers 3,4,5b.
- Frank Gado, 50, (209) 728-2867, email: fgado@bigvalley.net wants 1,2,3,4,5,6/exp 2/offers 2,4,5b,6, (trained chef, 20 years as river guide).
- Fred Klemt, 52, (916) 806-4620, email: fredk6@hotmail.com wants 3,5/exp 3/offers 3.
- G. Frank Nin, 50, (530) 263-2161 (cell), (530) 477-1591 (hm), email: gfrin@earthlink.net wants 1,4/exp 2,3/offers 2,3,4,5b.
- Gary Cawood, 62, (916) 961-1435, email: garycawood@attbi.com wants 1,2,3,4,5,6 (Cuba)/exp 2,4c (Carib, Atlantic)/offers 3,4,5b.
- Gavin Dickinson, 48, (559) 246-9093 (cell) wants 1,4,5,6/exp 2/offers 1,2.
- Gerard Strong, 64, (408) 251-6436 wants 1,4,5/exp 3/offers 2.
- Greg King, 44, email: gkingco@aol.com wants 1,4/exp 3,4a,b,c/offers 3,5a.
- Henry Colberg, 46, (209) 473-3564 wants 1,4/exp 4a/offers 3,5a.
- Ian Nadel, 54, (510) 653-4216 (hm), email: inadel@sfghean.ucsf.edu wants 1,2,3/exp 3/offers 3.
- Jack Watson, 59, (970) 468-5296, email: watsonosp@aol.com, wants 4,5/exp 3/offers 3.
- James Clem, 54, (925) 828-2755, email: jimandnanci@attbi.com wants 1,2,3,4/exp 3,4/offers 3.
- James Wallerstedt, 45, email: jw@gvinstitute.org wants 1,2,4/exp 2,3,4a (small boat racing, some cruising)/offers 2,3,4,5a,5b.
- Jan Searle, 58, (360) 299-2800, email: jan@valleyint.com wants 4/exp 3/offers 2,3 (share expenses).
- Jeff Haire, 52, (714) 256-9477, fit, single wants 1(?SF-SD),4,5(?) /exp 3/offers 2,3,4,5a, (flexible, share expenses).
- Jeff Omelchuck, 44, (503) 574-3346, email: jeff@IQA.com wants 4/exp 3/offers 3.
- Jerry Schippers, 50, (209) 931-6232, email: lyricschipper@hotmail.com

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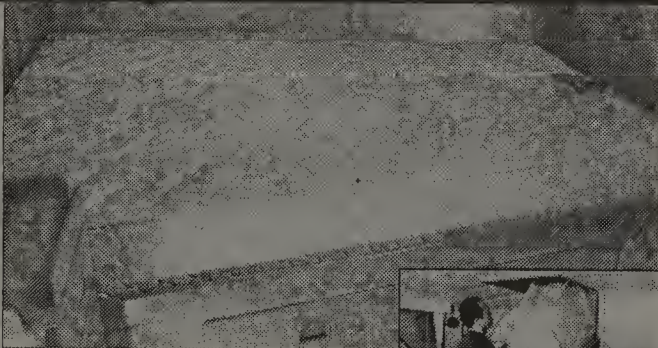
MEN TO CREW — CONT'D

..... wants 1,2,3,4,5/exp 3/offers 2,3.
Jim Augustine, 51, (831) 643-9409 (home) (831) 625-5008 (work) wants 1,4/exp 4/offers 2.
Jim Barbee, 58, (510) 339-0514, email: mabarbee@earthlink.net wants 1,4/exp 3/offers 3,5.
Jim Booth, 51, (831) 722-3500 wants 1/exp 2, (spear fishing)/offers 2 (coastal nav, steering),4,5b.
Jim Pederson, 51, (916) 447-3364, email: jrpeters@arb.ca.gov wants 1,2,3,4,5/exp 2,3/offers 2,4,5a,b,(meteorology, 1st aid, SCUBA, surf).
Jim Preston, 51, (650) 245-9217, email: jimpreston@remodelplus.com wants 4/exp 3/offers 2,5,6.
Jim Sobolewski, 52, (961) 564-3681 (wk), (961) 442-2518 (hm), email: sobel748@aol.com wants 3,4/exp 3/offers 2,3,4.
Jim Struble, 39, (925) 287-8082 wants 4/exp 3/offers 3.
Jim Tantillo, 69, (408) 263-7877, email: jimtantillo@netzero.net wants 1,3,4/exp 4a,b,c,(99/01 Ha-Ha vet, USCG Cap't license, sailing instructor)/offers 3,5a.
Joe Moore, 47, (760) 434-1203, email: joemoe@nctimes.net wants 1,4/exp 3/offers 3,5b.
John Conners, 56, (208) 859-2002, email: jec111@msn.com wants 1,2,4,5/exp 3/offers 2,4,5,6.
John Gonnella, 54, (307) 733-8805 (hm), (307) 733-9777 (wk), email: gonnellagang@onewest.net wants 1,4,5,6 (any passage off west coast)/exp 4a,b/offers 2,3,4,6.
John Joiner, 57, email: jocko444@aol.com, (707) 442-2906 (day), (707) 443-1854 (eves) wants 1,4/exp 2/offers 2,4,5b.
John Reilich, 53, (650) 216-6693, (408) 888-8423, email: john.reilich@sun.com wants 4/exp 3/offers 2.
John Reilly, 50+, Carol or John: (408) 249-9112, wants 1,2,3,4/exp 2,3,4a,4b/offers 2,3,4.
John Retzlaff, 38, (916) 966-8909 wants 1,2,4/exp 4c/offers 2,3,4,6.
John W. Thomas (JT), 59, (408) 379-4372, email: jthomas2y@yahoo.com wants 1,4/exp 2/offers 1,2.
Ken Janke, 50, (925) 280-8023, email: krjconsult@aol.com wants 1,4/exp 3/offers 3,4.
Kenneth T. Martin, 47, (206) 285-3685 (home) (206) 464-4320 (work) email: kenneth_martin@ml.com wants 1,4/exp 3/offers 2,3.

Kevin Grant, 31, email: deving@mgci.com wants 1,4,5/exp 2 (BC cert, bareboat & coastal nav cert),4c (NZ, Swe)/offers 3,4.
Laird Riddell, 25, (425) 353-7745, lairdriddell@hotmail.com wants 1,2,3,4,6 (everywhere)/exp 1/offers 1,5b,6.
Lloyd, 50+, (916) 457-4287 wants 1,2,3,4,5,6 (anywhere, anytime)/exp 4a,b,c/offers 2,3,4,5.
Lloyd Chase, 62, (925) 447-3659 wants 1,2,3,4,5/exp 4/offers 3.
Louis Canotas, 41, (415) 577-7129, email: custom88@aol.com wants 1,3,4/exp 2/offers 2,4,5.
Mark Dolliver, 34, (415) 922-6275 wants 4/exp 3/offers 2,3,4,5b (fluent).
Mark Hecht, 50, (650) 341-6449, email: mhecht668@aol.com wants 1,4,5/exp 3/offers 3.
Marshall Lewis, 56, (530) 587-9017 wants 1/exp 3/offers 2-3,5b.
Martin Ziebell, 40, (928) 778-3795 wants 1,2,3,4,5,6 (Mex, Central Amer, Carib)/exp 3/offers 2,4,5a,b,6.
Matt Noble, 17, (510) 232-3941 wants 5,6 (any deliveries)/exp 4/offers 3,4,6.
Max Thompson, 41, (510) 548-7736 wants 1,4/exp 2/offers 2,some 3.
Mel Olson, 65, (702) 293-4186, email: halcyonsv@yahoo.com wants 1,2,3,4,5(?) ,6 (warm places)/exp 4a,b,c/offers 3,4(?) ,5a (6 yrs),b.
Michael Addis, 51, (520) 743-5209, email: mmaddis@yahoo.com wants 2,3,4/exp 3,4/offers 2,3,4,5,6.
Michael Daley, 51, (707) 874-1595, email: michaeld@pon.net wants 1,4/exp 3/offers 2,5 (Ha-Ha vet),6,electrical skills.
Michael Gottlieb, 46, (415) 332-2488, email: gott@mindspring.com wants 4/exp 3/offers 3.
Michael McKenna, 51, (541) 865-3887, email: samck@mind.net wants 1,2,4,6 (onward to PV)/exp 2,3/offers 2,4,5a,b.
Mike C., 63, email: lat38baja@mgb67.com wants 1,4,5/exp 4a,b,c/offers 3.
Mike Morteli, 68, (707) 584-4784, email: a1mikejr@aol.com wants 1,2,3,4,5/exp 2 (SoCal)/offers 2.
Mike Wilmot, 58, (415) 206-9263, email: mikewilmot@earthlink.net wants 4/exp 4b/offers 3,4,5a.
Norman Green, 50, (530) 546-5703, PO Box 1228, Kings Beach, CA 96143 wants 1,2,4,6 (Panama, Costa Rica)/exp 3,4b (2 deliveries, HI to Mex & SF),4c (Hong Kong 1986)/offers 2,3,4,5a.
Patrick Orleman, 30, (206) 910-4525, email: patrickorleman@yahoo.com

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 Paul Coleman, 26, (206) 399-7463, email: svgoodasgold@hotmail.com wants 1,4,5/exp 2/offers 2,3.
 Paul Kuchukian, 57, (305) 757-9321 wants 4/exp 3/offers 3.
 Paul Menconi, 54, (805) 682-3556, email: gheart2@cox.net wants 1,4/exp 3 (Santa Barbara, Channel, BVI)/offers 3,6.
 Paul Robbins, 38, (916) 729-2329, 6254 Carlow Dr., Citrus Heights CA, 95621 wants 1,2,4,5,6 points south/exp 4a/offers 3.
 Paul Sable, 57, (831) 345-3540, email: paul@sablestudios.com wants 1,2,4,5/exp 3 (has Ericson 27)/offers 3,4,5b,6.
 Peter Allen, 33, (916) 972-7189, email: peterhallen@yahoo.com wants 4/exp 3/offers 3.
 Ralph Holker, 71, (510) 666-8496 wants 4,5/exp 4a,b,c/offers 2,3.
 Randy Richter, 45, (408) 639-3896, email: randywrichter@aol.com wants 1,2,4,5,6 (ocean sailing)/exp 2/offers 2,4.
 Rich Gill, 53, (661) 619-1856, email: kq6ef@pacbell.net wants 1,3,4/exp 3/offers 2.
 Rick Mettler, 57, (559) 893-3193, (559) 893-3194, (818) 344-6515 (lv msg) wants 1,2,3,4,5,6 (anywhere in Baja)/exp 4a,b,c/offers 3,4,5a,b.
 Rick Miller, 39, (619) 691-3192, email: Richard.Miller@goodrich.com wants 1,4/exp 2/offers 3.
 Rick Nelson, 56, (206) 932-7033, email: richardgnelson@attbi.com wants 4,5/exp 3/offers 2.
 Rob Bishop, 41, (916) 785-1383, email: rob-bishop@hp.com wants 1,2,3,4/exp 3 (bareboat cert)/offers 2,3,4,6 (sense of humor).
 Rob Wilkinson, 40, (760) 458-3706, email: robwilk37@hotmail.com wants 1,2,3,4,6 (beyond South Pacific?)/exp 4a/offers 2,3,4.
 Robert Bloom, MD, 58, (415) 461-6728, email: DrBob2sail@aol.com wants 2,4/exp 4a,b,c/offers 3,4,5a,6.
 Robin Jones, 54, (510) 914-1246 wants 4/exp 4a,4c/offers 3,4,5a.
 Santo Giorgio, 27, (415) 370-8595, 369-b Third St. #436, San Rafael CA 94901 wants 1,2,6 (Puerto Vallarta + south)/exp 1/offers 1 (learns quickly),2,4,5b.
 Scott Daniels, 33, (415) 370-2686, email: wanderpath@yahoo.com wants 1,2,3,4,5/exp 1/offers 1,4,5,6?
 Stephen Gabbert, 34, (408) 691-9035 wants 1,2,5/exp 2/offers 2.
 Steve Brodie, 54, email: steve@mpmnet.com wants 1,2,3,4/exp 4/offers 3,5.
 Steve Howell, 49, (650) 786-6315 wants 1,4/exp 4/offers 3,4,6.

Tai Stokesbary, 24, (808) 573-3226 (HI), (949) 499-1152 (parents, Laguna Beach) wants 1,2,3,4,5,6 (Carib, Tahiti, HI, Indonesia)/exp 1,2/offers 1,4,5b,6.
 Thom Smith, 57, (530) 873-4735 wants 1,5/exp 3/offers 2,4,5a.
 Tim Barrett, 23, (310) 510-9234, barrett_td@hotmail.com wants 1,2,4,5/exp 3/offers 2,4.
 Tom Boussie, 39, (650) 324-3456, tomandlori@earthlink.net wants 1,4,6 (SF-SD delivery)/exp 3/offers 2,4.
 Tom Clancy, 32, (650) 566-2278 (w), (650) 573-3304 (h), email: tomclancy8802@yahoo.com wants 1,4/exp 1/offers 1 (former windsurf inst).
 Tom Perry, 56, (209) 474-1796, email: topper@justice.com wants 1,2,3,4,5/exp 2/offers 2,3,4.
 Tom Purcell, 39, (510) 594-8789, email: teepeeok@yahoo.com wants 1,4/exp 2,3 (cruises own Santana 22 Bay & Delta)/offers 2,4, (guitar).
 Tom Stady, 46, (541) 770-7023, email: tstady@aol.com wants 1,2,4,5/exp 2/offers 2,3,4,6.
 Trevor Mulkey, 27, (310) 880-0943 wants 1,2,4,5,6 (SoPac, HI)/exp 2/offers 2,4.
 Vardon Tremain, 58, (360) 580-7983 (cell on boat) wants 1,2,3,4,5,6/exp 3,4/offers 3.
 Victor Sellinger, 26, (805) 787-0445 (hm), (805) 801-3795 (cell) wants 4/exp 2/offers 2,4, (EMT/CPR cert/coastal cruising cert/pro windsurfer, see www.us121.com).
 Walter Brown, ER, RN, 50, (619) 647-4766 wants 1/exp 3/offers 3,4,5a.
 Wes Westhafer, 55, (415) 336-2912, email: wes4sail@hotmail.com wants 1,2,3,4,5,6 (warm waters)/exp 3 (1984-87)/offers 2,4.

WOMEN TO CREW FOR MEXICO

Andrea, 27, email: andreaaway02@hotmail.com wants 1,2,4/exp 3/offers 2,4.
 Angela, 28, (626) 798-1223, email: rustyintheclouds@hotmail.com wants 1,5,6 (HI, SoPac, Carib, Med, warm)/exp 1/offers 1, (varnish/upkeep/Tagalog/sign/fit).
 Bonnie, 32, email: bonbonkish@hotmail.com, P.O. Box 1449, Soquel, CA 95073 wants 1,2,4,6 (Baja, mainland Mexico, Oaxaca)/exp 2/offers 1,4,5b,6.
 Carol, 34, email: blondnsails@yahoo.com wants 2,3,6 (Dec, 2002)/offers 3,4.
 Carol, 45, (206) 321-4551 (cell), email: carol.levin@attws.com wants 1,2,4/exp 2/offers 2,4,6.
 Cat, 29, email: lorosverdes@yahoo.com wants 1,2,5/exp 1/offers 1,4,5b (good).
 Cornelia Gould, early 50s, email: cornelia@left.wing.org wants 4/exp 2/offers 2,4.

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Ginny Hanawalt, 52, email: saltydiver@msn.com wants 1,2,3,4,5/exp 3/offers 2,3,4,5a,b.
Helen, 55, email: marinerfox@yahoo.ca wants 1,2,4,6 (Central Amer, Galapagos, SoPac to NZ)/exp 2/offers 2,4,6,(nurse, live on boat, Outward Bound).
Jan Currey, 50, (925) 548-7988, email: birunaway@yahoo.com wants 1,2,4,6 (Marquesas)/exp 4/offers 3,4,5a.
Lee, 40+, (415) 332-9250, email: lprimus@pacbell.net wants 2,3,4/exp 4/offers 3,5a.
Leigh Valenzuela, 50, email: leighsvalenzuela@aol.com wants 1,2,3,4,5/exp 3/offers 2,4,5b,6.
Leslie, 40, (425) 879-1614 wants 4/exp 1/offers 6.
Linney, 47, (510) 932-1943, email: zandersail@hotmail.com wants 4/exp 2,3,4c/offers 2,3,4,5a,b.
Lynn, 52, email: simariner2002@yahoo.com wants 1,2,3,4,6 (HI, SoPac, Thailand, Greece)/exp 2/offers 2,4.
Lori, 41, (415) 307-3349 wants 1,2,4,6 (SoPac)/exp 3/offers 2,4,5b.
Marlaina, 49, fax: (707) 996-8260, email: loro5@aol.com wants 1,2,3,4,6 (depends on timing)/exp 3/offers 2,4,5a,b,6.
Nancy, 58, (775) 827-6099, email: wanaskinet@aol.com wants 1,2,3,4,5,6 (beyond)/exp 2,3/offers 2,4,6.
Pam, 40ish, email: catamaranlady@yahoo.com wants 4,6 (Cabo to mainland)/exp 4 (2000/2001 Ha-Ha vet)/offers 3,4,5a,b.
Pamela Boynton, 58, (858) 459-7819, email: gulfstar44@hotmail.com wants 1,4/exp 4b (Carib)/offers 2,3,4,5b (some).
Patricia, 39, email: bajahaha2002@yahoo.com wants 4/exp 2/offers 2.
Sally, 61, email: ashose@hotmail.com wants 1,2,3,4/exp 4a,b,c/offers 3,5a,6.
Sandy, 38, (323) 445-6695 (cell), email: sheleric@aol.com wants 4/exp 2/offers 1,4.
Sandy, 48, (650) 759-5450 wants 4/exp 2/offers 1,4.
Susan Brooks, 51, (650) 364-7651 (hm) or email: fearless sailor@yahoo.com wants 1 (SF to SD or CA coast down)/exp 3/offers 2.
Taryn Eliades, 35, (650) 462-1970, email: teliades@yahoo.com wants 1,2,4/exp 3/offers 2.
Wendy, 37, (415) 567-7037 wants 2,3,4/exp 2/offers 1.
Wendy Tryde, 40, (831) 459-7782 wants 1,2,3,4,6/exp 1/offers 1.

COUPLES TO CREW FOR MEXICO

Andrea Ferro & Hugo Atteman, 35, (415) 601-4846, email: hattermann@yahoo.com want 1,4/exp 2,3/offers 3 (both),4 (both),5b (somewhat, both)
Cat T & Mymie, F/F, 40ish, email: cattinsd@yahoo.com want 1,2,3,4/exp 2 (Cat), 3 (Mymie)/offer 2 (Cat), 3 (Mymie)
Don & Judy Nelson, 64/57, (925) 283-9069 want 1,4,5/exp 2 (Lake Tahoe on our Catalinas 22 & 250)/offer 2,4,6
Ed Chamberlain & Tony Harbeck, M/M, 42/45, (602) 494-0932 (Ed) want 1,4/exp 3/offers 2,5b, (paramedic, firefighter, mechanical ability)
Gardner & Martha Bickford, 55/41, (408) 363-5228, (408) 313-9364 (cell) want 1,2,4,6 (leave from any city)/exp 2(he),4(he)/offer 2(he),3(he),4(he),5a(he),5b (both fluent)
Herb & Juliet (CG Captaln Lic.), 54/39, (530) 304-7351, email: hphillips@ucdavis.edu want 3,4/exp 3,4a,4c/offers 3,5a
Howard & Lynda Stilley, 68/59, (916) 769-8984 want 1,2,3,4,5,6/exp 2 (both),4 (one)/offer 1 (both),3 (one),5 (one)
Jan & Vivian Meermans, 54/55, (858) 748-1343 (hm), (858) 967-9703 (cell) want 4/exp 3/offers 3,4
John & Jenny Fish, 30/23, (970) 217-0375, email: fish-j30@hotmail.com want 1,2,3,4,5,6 (extended trips)/exp 1 (she),2 (he)/offer 1 (she),2 (he),4 (both),5 (4 winters kayaking)
John & Kay Semon, 55/52, (805) 542-9017 (hm), (805) 235-2725 (cell), email: john@sloart.com, 245 Bridge St, San Luis Obispo, CA 93401 want 1,2,3,4/exp 3/offers 2,4
Matt Turrini & Joy Pfeiffer, 29/31, (415) 626-8975 want 1/exp 2/offers 2 (she),3 (he),4 (both)
Mike Pitari & Laura Straley, 36/28, (310) 301-2442, email: mikepitari@aol.com want 2,4/exp 2/offers 3
Neil & Christie Larson, 63/52, (510) 540-5508, email: nlarson@pacbell.net want 1,4/exp 3,4a,b,c/offers 2,3,4,5
Sandra Camozzi & Stephen Dale, 42/49, (707) 677-1955, email: swdnwr@excite.com want 4/exp 1,3/offers 1,3,5b. (crew as a couple only)
Todd & Danielle, 37/26, email: longlowhigh@hotmail.com want 1,2,3,4/exp 2 (Lake Tahoe)/offer 1
Topher & Kimberly Croddy, 31/34, (925) 351-9123 (cell) want 1,4,6 (SouthAmer, SoPac)/exp 3 (him, incl Tallships 2000 across Atlantic to Europe, Antarctica)/offer 3 (member GG Tallships Soc, vol SF Maritime Museum)



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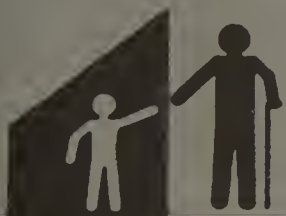
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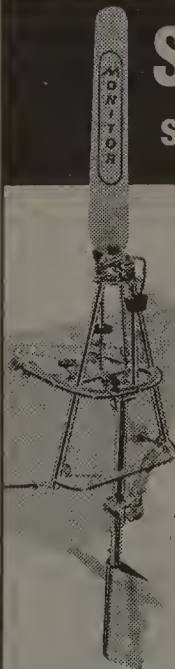
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MAX EBB'S

I like sailing my boat a lot more than working on it. But haul-outs are as inevitable as taxes, so one afternoon I went over to the boatyard to make the long-delayed appointment for the bottom job and other miscellaneous yard work.

Walking through a boatyard is always interesting, so I took the long way around to the yard office to see who was on the hard that week. There were old cruisers in for blister jobs, a modern racer on a low cradle with keel and rudder removed, some assorted powerboats, and one wooden reconstruction project that I remembered from my last haulout (no discernable progress had been made). Plus a number of my racing competitors from over the years — it's amazing how many boats you recognize after sailing on the Bay for so long.

As I continued to meander in the general direction of the office, I couldn't help altering course slightly to pass close astern of a very well proportioned female form in a paper jump suit. She was working under the transom of an ultralight racer. "Maybe she needed my expert advice," I thought to myself, although anything more complicated than bottom paint and sandpaper gets done by the yard on my own boat.

At closer range I could see that she was wearing full protective headgear too. The paper hood was drawn tight and the goggles and respirator were in place.

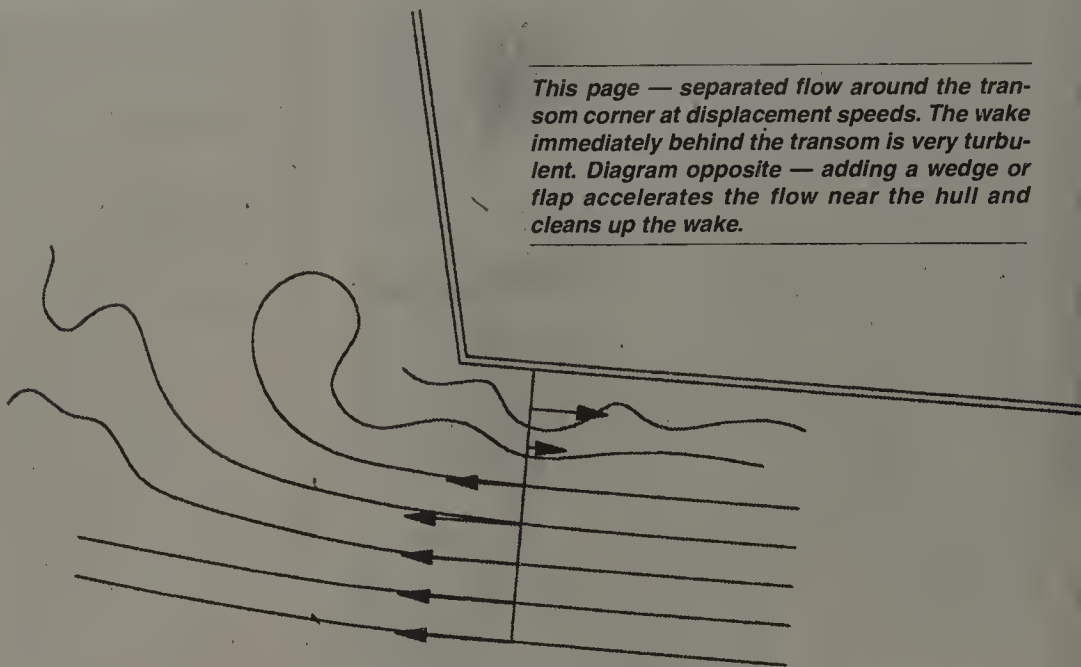
"Hmmm-mmm aa mm axx" she tried to say through the respirator, looking up after I hove up close enough for her to notice.

It wasn't until she pulled up the goggles and let the respirator hang down around her neck that I recognized the boat worker: Lee Helm, naval architecture student at the university, and occasional race crew on my boat (when she can't find a more exciting ride). Despite the protection, a wide ring of blue bottom paint dust had smeared itself around the outlines of the goggles and mask, and stained the hair that stuck out from around the hood of the paper suit.

"The face that launched a thousand ships," I said by way of a greeting.

"Fun-nee," she complained. "They like, never put the boat at the right height to work on the bottom without getting totally grunged up."

The boat's bottom, however, already looked pretty near perfect to my eyeball.



This page — separated flow around the transom corner at displacement speeds. The wake immediately behind the transom is very turbulent. Diagram opposite — adding a wedge or flap accelerates the flow near the hull and cleans up the wake.

Except where Lee had been sanding. Judging by the location of the area of bare fiberglass, only the lower corner of the transom and a few feet of bottom immediately forward of the transom were being worked on.

"Blister removal?" I asked.

"No way, we popped the zits last year. This is something that will make us go faster. That is, if, like, my calculations are correct. And it won't change our rating even a teeny bit."

I studied the area of ground-off paint. "Are you rounding off the transom corner?" I asked skeptically.

"Pfift." She answered, probably as much to blow some toxic dust away from her mouth as to dismiss my cluelessness. "That would be the worst thing to do to a transom bottom edge. We've already added some filler to make it sharper, not rounder. This year we're putting in a little bit of a reflex curve, like a trim tab."

"This will make us go faster . . . and not change our rating a bit."

"Hey, my boat has trim tabs too," said another boat owner who had been working on a large power cruiser when I had walked by just a

couple of minutes earlier. He was wearing khakis and a baseball cap that said "USS Forrestal CV 59." I guessed that he had been waiting for an excuse to mosey over and talk to Lee.

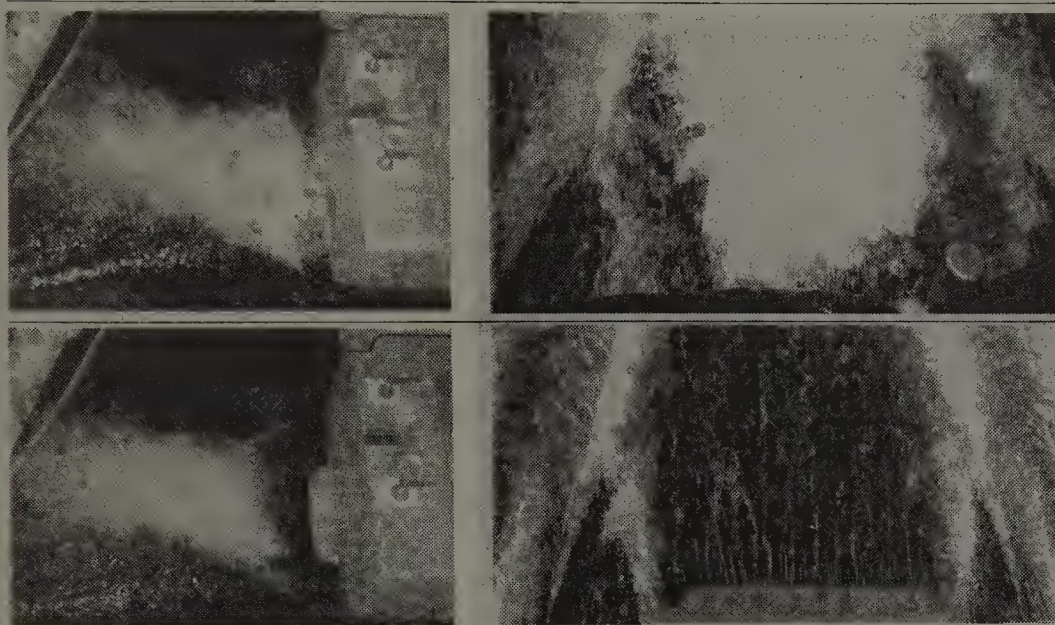
"My trim tabs work great," he bragged. "The boat jumps out of the hole like a scalded cat, and when I trim it out just right, I get 38 miles per hour at full

smoke. Best accessory I ever bought. But on a sailboat? Sailboats don't even get up on plane."

"Fastest I've seen this one go is 19.9," said Lee. On a waterline of 27.5, that's a speed-length ratio of — let's see — 19.9 over square root of 27.5, or about, uh, 3.8. And like, 2.0 is usually considered to be fully planing."

"I take it back," said the powerboater, having gotten a slightly more detailed response than he probably expected. "The tabs should help you out of the hole real nice, if you know how to adjust them."

"You must have missed a few issues of the *Naval Institute Proceedings*," Lee



Above, two views of model patrol boat with (bottom) and without stern flap.

"Sounds slow to me," said the yard worker, shaking his head. "Haven't seen a hooked stern like that since the dark years of IOR. And they never really did fool the water with those weird shapes."

"It is experimental," confessed Lee. "But like, there's data that suggests that it might reduce drag by one per cent or more, if we do it right."

"That's a big number for a race boat," he

agreed.

"I can see it working for a planing hull," I said, "but how often are you going 20 knots? And will that make up for all the time you're sailing at hull speed?"

"Ya gotta read the journals. Stern flaps or wedges have already been retrofitted to over 50 naval and Coast Guard vessels," Lee informed us. "Including 4,000 ton frigates and 9,000 ton destroyers. The Navy estimates that it's saving them, like, \$20 million a year in fuel costs. And these are displacement ships, not planing boats."

"I never woulda thunk," said the yard worker.

"Interceptor tabs work on the same principle," added Lee.

"Interceptor tabs?" I asked.

"The latest thing," said the powerboater. "But how they work, I can't tell you."

"An interceptor tab is just a flat vertical plate held right up against the transom," explained the yard worker, who had apparently dealt with them professionally. "It slides down so the bottom edge sticks a little below the bottom edge of the transom. Goes up and down like a guillotine. Easy to install, too. You'd think it would work like an airplane dive break and just slow the boat down — but for some reason, it lifts up the stern

just like a regular tab. Magic, if you ask me."

"Potential flow theory, if you ask me," said Lee. "and maybe with some boundary layer control mixed in,"

she added.

"But I never heard of a tab doing any good for a displacement hull," insisted the powerboater. "Least of all a Navy ship. Those guys have so much fuel and stores

said dismissively. "That's not what these are for."

"Don't tell me the Navy's putting tabs on destroyers!" said the powerboater.

Lee nodded and started to explain, but her words were drowned out by the roar of the unmuffled diesel engine of the Travelift motoring past us, with a large cruising sailboat hanging from the slings.

Apparently the yard worker was also curious about either Lee's hull modifications — or about Lee — because he stopped the big machine and shut down the engine right in front of us.

"What's the project?" he asked as he climbed down from the controls. "And

will the boat be ready to splash on Tuesday?"

"You'll have to talk to the owner about the launch date," answered Lee. "The project is a bottom wedge right at the transom corner. Kind of like a trim tab, but like, nothing that will trigger a rating change."

Lee explained in detail what she was up to. The bottom corner of the transom was going to be lowered a bit, putting a subtle downward 'hook' in the very back part of the bottom.

"You must have missed a few issues of the 'Naval Institute Proceedings'."

MAX EBB'S

and ballast to move around, they don't need trim tabs."

"But like, on a displacement hull, it's not for controlling trim," Lee repeated. "It's for speed and fuel efficiency."

"This you will have to explain," said the yard worker, giving a nervous glance over his shoulder to see if the huge Trav-lift was blocking traffic — or more likely, to see if the yard manager was around to notice the unau-
thorized break.

Lee picked up an old paint mixing stick and started to draw in the dust on the ground.

"Here's the back end of a displacement hull with a transom," she began. "Note the rocker on the hull. As you move back along the hull towards the stern, the water that's been pushed aside by the widest part of the hull now finds that it has more room to flow in, so the relative water speed drops and the dynamic pressure in the reference frame of the boat goes up. Everybody with me?"

We nodded, even though I was sure none of us had any idea what she was talking about, and what it had to do with trim tabs.

"That's cool," Lee shrugged, correctly reading our blank expressions. "What's important is that the flow becomes separated near the stern, and some of the water near the bottom is going very slow, or backwards along the hull."

She drew a diagram of the flow pattern she was describing. Intuitively it made sense, and was not unlike pictures I had seen in books about sail trim.

"Now, the good part. When this water, which contains a mixture of pieces of water with velocities in all different directions and speeds, gets to the transom, some of it goes straight back, but some of it is moving too slow and pops up. That's when you have a lot of turbulence in the wake."

"Okay, what do the tabs do?" I asked.

"Now look at the same bottom with trim tabs. The tabs are like half a nozzle. What happens when water flows through a nozzle?"

"It speeds up?" I asked.

"And," said the yard worker, "accord-
ing to — what's his name's theory..."

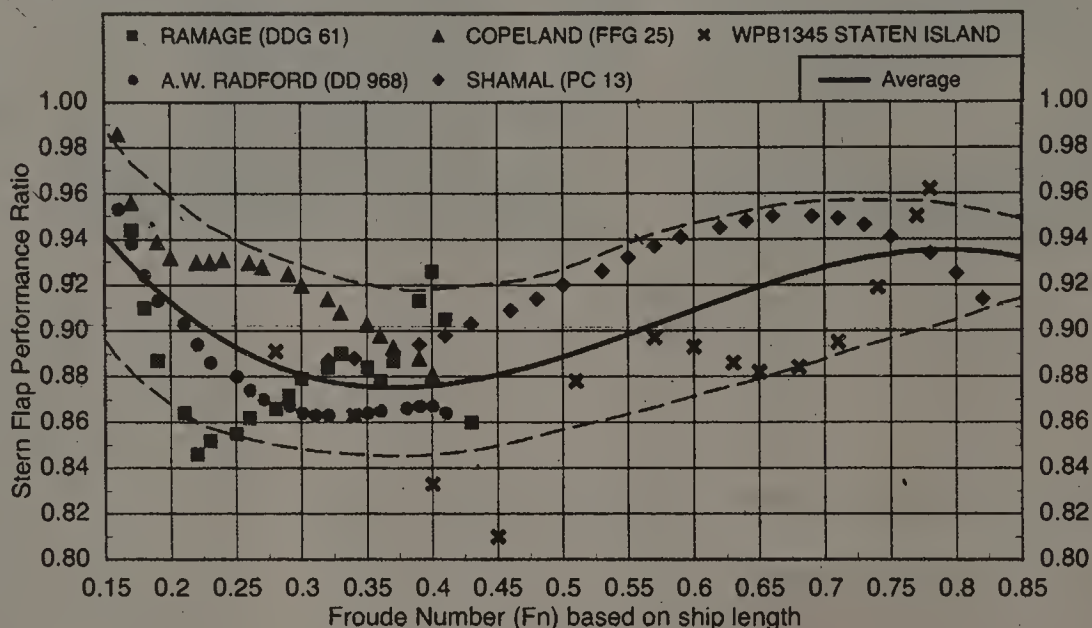
More confused stares from the audi-
ence of three.

"The wake is a lot less turbulent," she continued, "and less energy is left in the water behind the boat."

"I'm not sure I follow all that," said the powerboater, "but it seems like we're

getting something for nothing here. Which ain't nor-
mally how these things work."

"For sure," said Lee. "And like, even the people who design these trim tabs and wedges for big ships can't give a very clear explana-
tion of why it works. The critics say it's just im-
proving propulsive efficiency, because it slows down the water that the propeller is pushing on, which is al-



Stern flap performance data for various ships as summarized by Cusanelli. A Froude number of 0.4 corresponds to hull speed, and a Froude number of 0.6 is fully planing.

"Bernoulli," said Lee.

"Right, according to Bernoulli, when the water speeds up the pressure goes down. Now, how is that going to reduce drag? Don't you want high pressure in back of the boat to help push it along?"

"At the nozzle, you're right," Lee said. "The water speed is increased and the pressure is less. But like, up-
stream of the nozzle, the pressure is made higher. So the flap does two things: it slows down the water un-

ways good. Also, in the case of trim tabs added to the stern, the effective water-line length is extended a little, so if the ship is a little bit heavier than design weight — which, like, all ships are — then the extra length reduces wave-making resistance by artificially increasing the waterline length as seen by the wave pattern. But then, like, even with wedges that don't increase length, and even testing for pure resistance without considering propulsive efficiency, the model tests show that the right amount of wedge angle reduces resistance."

"What's your theory?" asked the yard worker.

"I still think that you can't get something for nothing," insisted the powerboater. "The extra push from increasing the pressure under the stern has got to be knocked out by the drag on the flap."

"Here's what I think is going on," said Lee. "We can agree that a rounded transom corner is going to be, like, a lot drag-gier than a sharp corner, right?"

"So like, if the transom corner is rounded, some of the water is pulled around that radius and the pressure drops a lot due to centrifugal force, sucking back against the boat and slowing it down. The thing is, even if the transom corner is sharp, you get the same effect if the water close to the hull is moving a

We nodded, even though I was sure none of us had any idea what she was talking about.

der the back part of the bottom of the boat, ahead of the flap, thereby reducing drag. But then, when the water squeezes under the tab or wedge, the half-nozzle effect sends the pressure way back down by accelerating the water, and it squirts out the back in a much more uniform velocity field, because the effect is greatest right up near the hull where the water has slowed down the most. Result?"

lot slower than the water a few inches away. The water will make a sharp turn upward as soon as the hull isn't in the way, and that sucks pressure out of the boundary layer, which reduces the pressure against the back of the bottom and slows down the boat. If you can do something to even up the flow just before it leaves the boat, then there's a much cleaner wake and a little less drag."

"It still sounds hokey," said the powerboater.

"I'm sure the Navy wouldn't be using it if it didn't work," I suggested.

"Ha!" said the ex-Navy powerboater, rolling his eyes and raising his chin slightly in a gesture toward his *USS Forrestal* hat.

"Maybe they're just comparing clean hulls coming out of the yard with the dirty hulls going in," suggested the yard worker. "You know, we can make any owner believe that whatever we did worked a miracle, as long as the hull comes in dirty and goes out clean."

"Hey, move that thing!" interrupted a loud and irate voice from the other side of the travel lift.

"Gotta go," said the yard worker as he jumped back up the ladder and fired up the machine's big diesel. We had to wait for it to roll away before the noise level dropped enough for us to talk again.

"Pretty smart for a yard worker," I remarked.

"He spends too much time talking to you rag-hangers," said the powerboater, who turned to walk back to his own boat.

"So tell me, Lee," I asked before going over to the yard office. "Is this going to be the next big thing in hull shape? Should I get ahead of the curve with this next haul-out, and have the yard put a little hook in my bottom too?"

"The people who developed the technology for ships seem to think it might work on sailboats," she said. "But like, they also say it probably won't work up-

wind, or where there's a lot of heel or leeway. Like, we know that the interceptor flaps only work on certain hulls if there are flow fences to keep the water from moving transversely along the flap. I mean, you have to keep the stagnation point spread out along the flap, like the two-dimensional case, with no cross-flow."

"Of course," I said as if I understood perfectly.

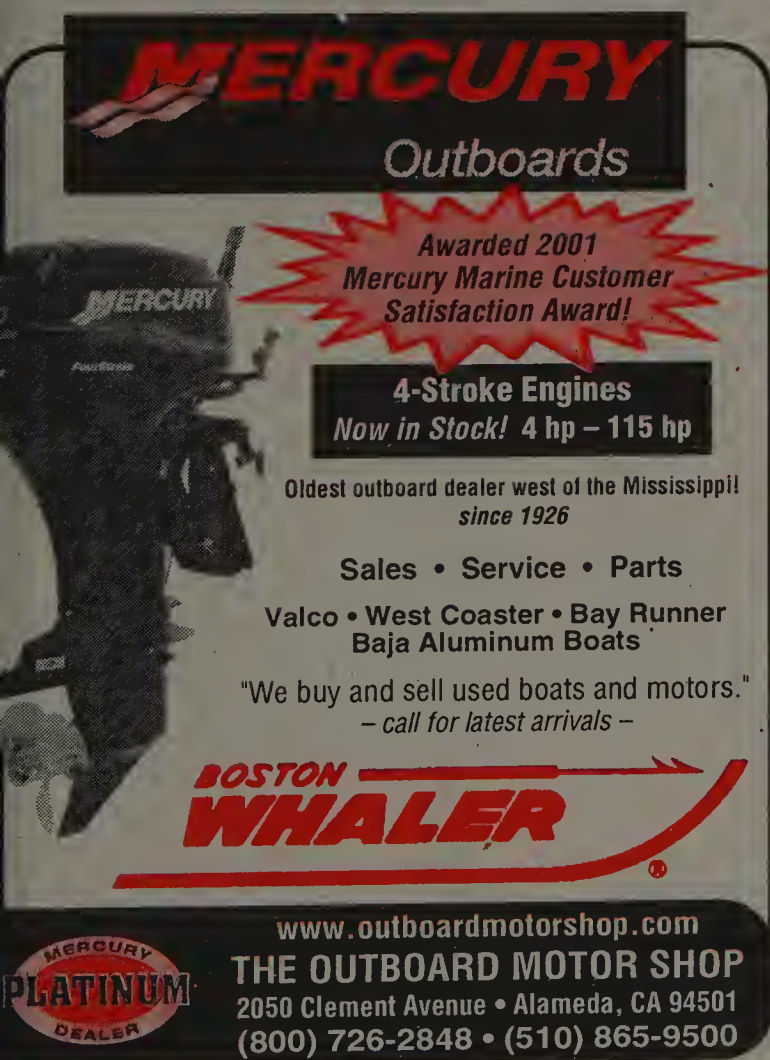
"I'll send you a paper on it," Lee promised. "By Dominic Cusanelli, who developed the technology at the David Taylor Model Basin back east. Good reading."

"Thanks," I said as Lee positioned the goggles and respirator for another go at the boat's many layers of old paint.

"Gmmmm, Mmxx," said Lee through the mask, waving goodbye.

I never made it to the yard office that day. Instead I decided to postpone the bottom job yet again, pending results of Lee's sea trials. Who knows, there might be a hooked bottom in my future.

— max ebb



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THE RACING

With reports this month on the latest **Ironman Challenge**, a long and hot **Jazz Cup**, an even longer (and upwind) **Windjammers Race**; the for-charity **Day on Monterey Bay**; another great **NOOD Regatta**; a windy **West Marine Fun Cup** in Santa Cruz; the **Express 27** and **Antrim 27 Nationals** on the Richmond Riviera; and, bringing up the rear, the usual bunch of **box scores** and **race notes**.

New Ironwoman

We have a winner! Lisa Le Faive, an energetic 33-year-old commercial captain/legal secretary from Alameda, successfully completed the *Latitude 38* Ironman Challenge over Labor Day Weekend. If anyone else sailed in all three weekend races this year (Windjammers, Jazz Cup, NOOD), we've yet to hear of it.

Lisa's nautical marathon began on Friday, August 30, with the Windjammers Race, which she sailed on Lani Spund's SC 52 *Kokopelli II*. After a gruesome all-day light air beat down the coast, *Kokopelli* fell into a hole at Davenport around 11:30 p.m. and finally pulled the plug. They motored into Santa Cruz at 1 a.m., and

Cup. The Sloanes had just sold the boat to Benicia YC member Guy Benjamin, and this was an opportunity for the old crew to sail together one last time. They drifted up to Benicia first in a six-boat Santana 35 class, winning their division by 13 minutes. "All I can remember is begging for more sunscreen," claimed Lisa.

On Sunday, our new heroine sailed two pleasant Cityfront races aboard Tipor Ipavic's Express 27 *Kolibri* (ex-*New Moon*) in the NOOD. "I had a blast all weekend, except for maybe the race down the coast," said Lisa. "I have four new T-shirts to remember the weekend by, as well as countless bruises!"

Jazz Cup

Ninety-three boats enjoyed a slow-motion sail up to Benicia on Saturday, August 31, in the 14th Annual Jazz Cup. Co-hosted by Benicia YC and South Beach YC, the 24.6-mile race began off Treasure Island after a short postponement while waiting for the westerly to build. The course took the fleet upwind for a mile around Mark #7, and then kites were set for the long haul up-river to Benicia, the "Gateway to the Delta".

While the NOOD Regatta in the Central Bay was shredding kites, the participants in the decidedly more low-key Jazz Cup were swatting flies, slathering on the sunblock, hitting the beer supply, and resisting the temptation to take off their mandatory PFDs in the sweltering conditions. With little wind and an adverse current, the majority of the fleet didn't finish until after 6 p.m. As usual, Benicia YC rolled out the red carpet for the thirsty fleet, serving up a tasty barbecue and live music.

Historically, however, some aspect of the Jazz Cup generally gets screwed up — and unfortunately this year was no exception. There were some problems with the \$Is, some rating controversies (dozens of boats entered without PHRF certificates, and two boats raced with PHRF



certificates issued from other regions), and — most grievous of all — a glaring error was made in calculating the time-on-time results of the Jazz Cup itself, a spirited competition limited to boats sailing under the SBYC and BenYC burgees.

The Cup was initially presented to Guy Benjamin's new-to-him Santana 35 *Blue Fin*, which sailed for Benicia YC. However, it was eventually discovered that Paul Osborn's Contessa 32 *Grenadier*, sailing for South Beach YC, was the real winner. The problem was that the scoring program used a different time correction factor (TCF) for each class, which by definition didn't work for generating an overall winner.

"We made a few mistakes," admitted regatta chairman Joel Davis, "and we certainly won't repeat them next year. But this is a low-key, entry-level race and people need to keep things in perspective — it's the Jazz Cup, not the Big Boat Series."

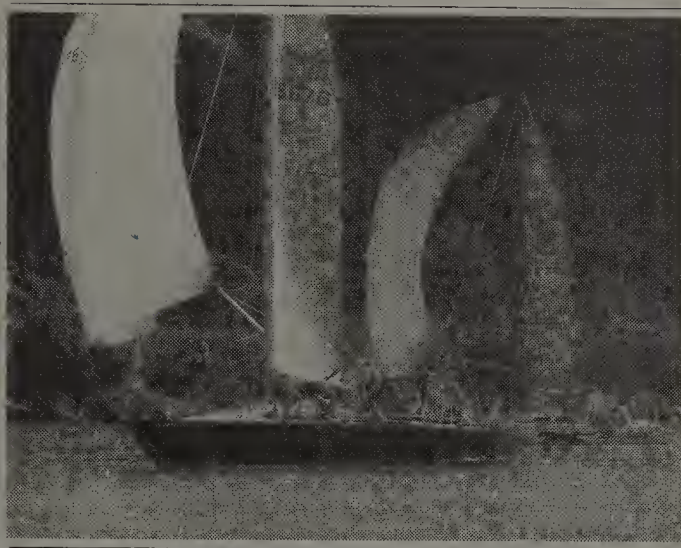
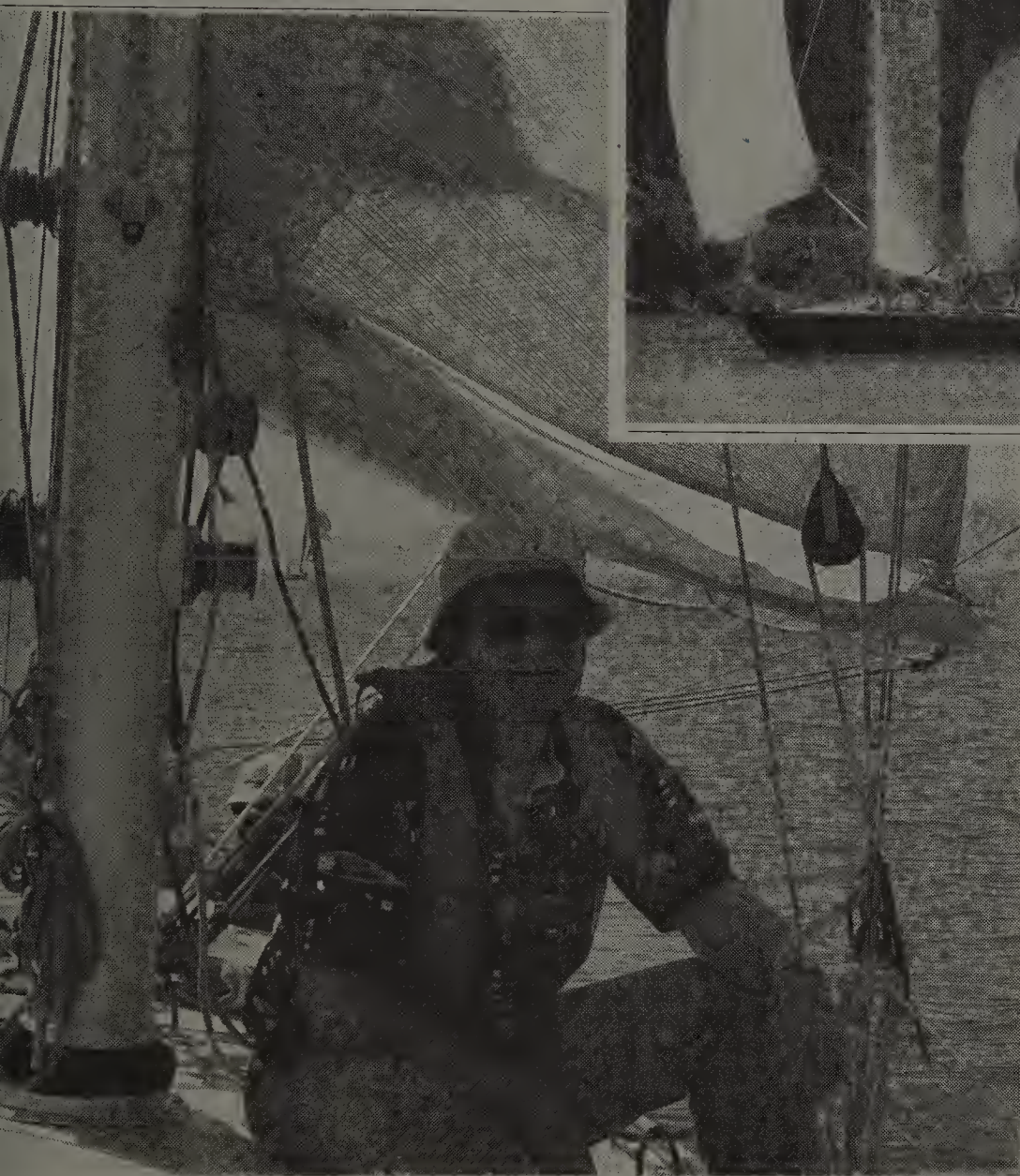


Iron Maiden — Lisa Le Faive.

proceeded to party at the SCYC bar until it closed two hours later.

Lisa woke up "all bright-eyed and bushy-tailed" the next morning, and joined Mark and Susan Sloane on their former Santana 35 *Blue Fin* in the Jazz

LATITUDE/ROB



Slow dance — On board 'Yucca' in the Jazz Cup. From left, Charlie Mohn trims the kite while modeling the latest in offshore headgear, Hank Easom drives, Al Blair thinks, and son Scott Easom finds some shade. Inset, the Tuna 35 'Blue Flin' did well in her first race under new management.

LATITUDE/ROB

DIV. A (< 70) — 1) **Convergence**, J/120, Jeff Winkelhake; 2) **Bodacious**, Farr One Ton, John Clauser; 3) **Defiance**, SC 40, Bruce Frolich. (8 boats)

DIV. B (70-102) — 1) **Marrakesh**, Express 34, Craig Perez; 2) **Razzberries**, Olson 34, Bruce Nesbit; 3) **Yucca**, 8-Meter, Hank Easom; 4) **Summer And Smoke**, Beneteau 36.7, Robert Orr; 5) **Fayaway**, Sigma 41, Edward Keech. (13 boats)

DIV. C (103-149) — 1) **Kelika**, Hunter 33.5, Mike Weaver; 2) **Takeoff**, Laser 28, Joan Byrne; 3) **Silkye**, WylieCat 30, Steve Seal; 4) **Goldilocks**, Morgan 36-T, Noble Griswold. (12 boats)

DIV. D (150-179) — 1) **Chesapeake**, Merit 25, Jim Fair; 2) **Ruckus**, Newport 30 Mk. II, Paul Von Wiedenfeld; 3) **Cayenne**, unknown, John Young. (7 boats)

DIV. E (180-204) — 1) **Latin Lass**, Catalina 27, Bill Chapman; 2) **Annie**, Cal 29, Steve Zevanove; 3) **Freja**, Catalina 27; 4) **Grenadier**, Contessa 32, Paul Osborn. (12 boats)

DIV. F (> 204) — 1) **Dulcinea**, Coronado 27, John Slivka; 2) **Atuna Matata**, Santana 22, William King; 3) **Auggie**, Santana 22, Sally Taylor. (8 boats)

SANTANA 35 — 1) **Blue Flin**, Guy Benjamin; 2) **Maguro**, Jack Feller. (6 boats)

SPORTBOAT — 1) **Mortal Kombat**, Moore 24, Hans Bigall; 2) **Enigma**, Ultimate 20, David Kitchen; 3) **Kwazy**, Wylie Wabbit, Colin Moore; 4) **Freaks**, Express 27, Scott Parker; 5) **Shenanigans**, Express 27, Bill Moore; 6) **Starbuck**, Black Soo, Greg Nelson. (16 boats)

MULTIHULL — 1) **New Focus**, 'catamaran', Paul Biery; 2) **Puppeter**, F-24, Thom Davis; 3) **Gaijin**, F-24 Mk. II, Peter Adams; 4) **White Knuckles**, 'trimaran', Gary Helms. (11 boats)

Full results — www.sbyc.org.

Windjammers Race

If you missed this year's 62nd Windjammers Race, the traditional 67-mile dash from San Francisco to Santa Cruz on the Friday before Labor Day Weekend, don't feel too badly. Not only was there hardly any wind or sun, it was a shifty, light-air beat the entire way — and even-

tually all but 12 of the 45 starters threw in the towel.

The race started well enough, as five divisions left the StFYC starting line in fine form beginning at 9:30 a.m. We chased the fleet out into the ocean in our photoboot, feeling a twinge of envy that we weren't sailing. Surely, the sun was about to come out,

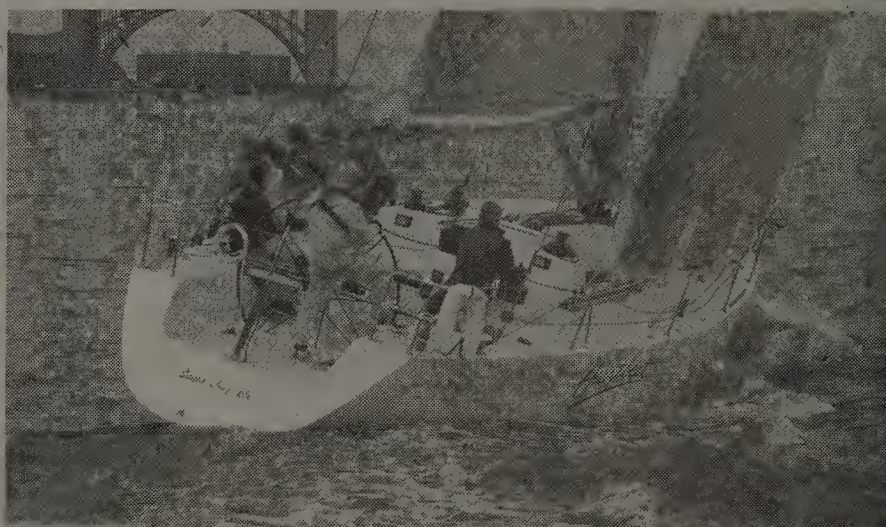
the wind would soon go aft and increase, and kites and beers would be popped for a pleasant run down to Santa Cruz.

Not this year. The first boat to finish, Roger Sturgeon's new TP-52 *Rosebud*, limped into Santa Cruz at 4:10 a.m. after a painful 18 hours, 40 minutes on the course. Despite their whopping -81 PHRF handicap, Sturgeon and crew — which included Jack Halterman, Gerry Swinton, Mario Golsh, and Pepe Parsons — still managed to correct out first overall in class and fleet. It was a clean sweep for *Rosebud*, her first major victory since her early June launch.

"It was pretty horrific," claimed Golsh. "We beat upwind to Año Nuevo, and then used the windseeker from sunset until the finish. Whenever we hit 1.5 or 2 knots, it was cause for celebration. After dark, we lost track of *Alta Vita* and didn't realize they had bagged it, or we probably would have quit, too."

Earning the 'whisk broom' (second to finish, second in class, second overall) was Jack Gordon's SC 50 *Rollercoaster*, which corrected out five minutes behind *Rosebud* and ten minutes ahead of the third place boat, Lou Pambianco's Wylie 46 *Heartbeat*. Meanwhile, Larry and Lynn Wright's Express 37 *Spindrift V* took Division II honors by 19 minutes over Steen Moller's X-119 *X-Dream*, which in turn pipped Jim Coggan's Schumacher 40 *Auspice* by 36 seconds.

The last finisher, Kevin Rooney's tenacious SC 40 *Kokopelli*, barely beat the noon cutoff time, pulling in at 11:24 a.m. after almost 26 hours. Everyone else — 33 boats — came to their senses somewhat earlier and motored into Santa Cruz. More than one person suggested that the Windjammers Race has a curse on it, and the statistics of the last five years seem to support this notion — with the exception of last year (a slow race, but only 5 out of 42 starters DNFed), the numbers have been pretty grim: in 2000, only 11 of 39 starters finished; in 1999, only 7 of 67 boats finished, and in '98, only 38 of



80 finished.

"Maybe they should move the race to Memorial Day Weekend, when there's generally better wind," noted Golsh.

DIV. I — 1) **Rosebud**, R/P TP-52, Roger Sturgeon; 2) **Rollercoaster**, SC 50, Jack Gordon; 3) **Heartbeat**, Wylie 46, Lou Pambianco; 4) **Cipango**, Andrews 56, Rob Barton. (14 boats; all others DNF)

DIV. II — 1) **Spindrift V**, Express 37, Larry Wright; 2) **X-Dream**, X-119, Steen Moller; 3) **Auspice**,

Upwind to Santa Cruz? The start of the Windjammers Race, clockwise from top left: The Tripp 40 'Magic'; an 'Outrageous' bunch; the slippery-looking Wylie 46 'Heartbeat'; the Mumm 30 'Pegasus' with 'Auspice' to windward; and the SC 52 'Morgana'. All photos Latitude/rob.

Schumacher 40, Jim Coggan; 4) **Kaizen**, 1D-35, Steve & Fred Howe; 5) **Fast Forward**, Aerodyne 38, Dan Benjamin; 6) **White Dove**, Beneteau 40.7, Mike Garl; 7) **Nemesis**, Antrim 27, Martson/Shortman; 8) **Kokopelli**, SC 40, Kevin Rooney. (14 boats; all others DNF)

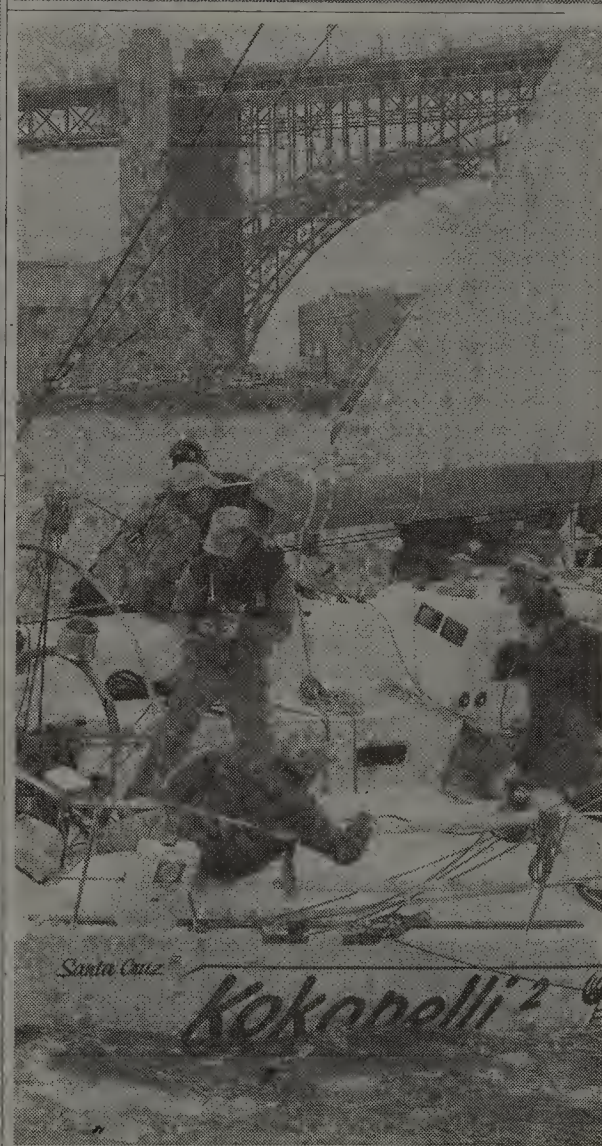
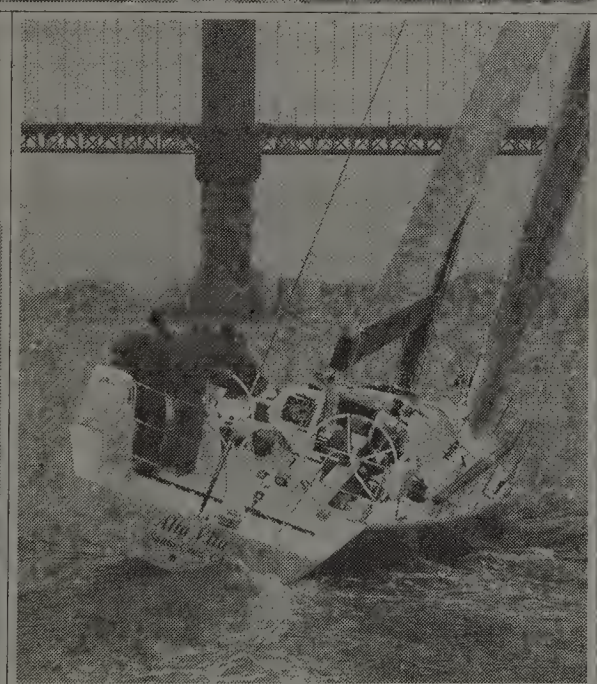
DIV. III — No finishers. (7 boats)

DIV. IV — No finishers. (3 boats)

DIV. B (motor allowance) — No finishers. (7 boats)

Day on Monterey Bay

The Big Brothers Big Sisters 11th Annual Regatta was held on September 8 in ideal Santa Cruz conditions, with winds from 16-22 knots for the entire 12-mile



More shots from the start of the Windjammers — Overall winner 'Rosebud', a R/P TP-52, led wire to wire; 'Absolute 02', one of three Sydney 38s in the race; the SC 52 'Kokopelli 2'; the other TP-52, 'Alta Vita'; and the J/130 'Sceptre'. Only three of the boats pictured on these pages finished!

pursuit race. The race featured the largest turnout in Santa Cruz this year, with 45 boats ranging in size from a Hobie 16 to a pair of Transpac 52s. Over \$30,000 was raised for the Big Brothers/Big Sisters program, with many of the corporate sponsors contributing \$5,000. The event

was a wonderful community activity with over 270 people registered for the event, 45 boats actually sailing, and a number of spectator boats, including the SC 70 *Chardonnay 2*. Over 100 businesses participated through corporate sponsorships or donations of raffle prizes and other

materials.

The Big Brothers/Big Sisters program is involved with children who have only one parent in the home, who are far more likely to drop out of school, to become pregnant while in their teens, and are at risk for criminal behavior. The presence of a caring mentor can make all the difference in this world. The mentoring relationships created through the agency

THE RACING

have had a dramatic impact upon the children, leading to improved self-esteem, a significant decrease in drug and alcohol use, an improved school performance and significantly lower involvement with the Juvenile Justice System. This is the 11th year that the Santa Cruz YC and Big Brothers/Big Sisters have jointly sponsored this regatta and party.

At the end of a great sailing day, Santa Cruz YC Commodore Jim Ritchey said he was a little embarrassed. Not only did his 24-foot Wylie Wabbit place first in Division, first in the Corporate Sponsorship Division, and first to finish. . . his two raffle tickets both won door prizes! Additional prizes won by other competitors included a one-week bareboat Caribbean charter and a 12-foot West Marine inflatable dinghy.

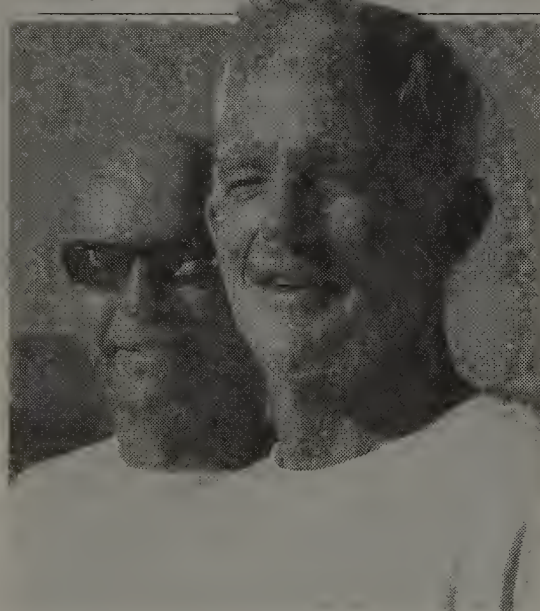
Second place overall was won by three couples on *Pacific High*, the 25-year-old Olson 30 prototype, which was sailed by Don and Susie Snyder, Dennis and Rainy Bassano, and Walter and Jan Olivieri. *Pac High* was also first in Division I. *Weckless Wabbit*, sailed by Jim Ritchey, Lisa Ritchey Everett, and Dave and Karina Shelton was first in Division II. *Gail's Warning*, Richard Emigh's Cal 22, was first in Division III. Bert Lemke's Corsair F-24 *Sea Puppy* won the Multihull Division, while the Catalina 30 *Adventure* sailed by Jack McDermott was first in the Non-Spinnaker Division.

— angel hopps

DIV. I — 1) *Pacific High*, SOB 30, Don Snyder et. al.; 2) *Carnaval*, Santana 35, Bill Keller; 3) *Alta Vita*, Davidson TP-52, Bill Turpin; 4) *Outrageous*, Olson 40, Rick Linkemyer; 5) *Animal*, Sydney 38, Craig French. (15 boats)

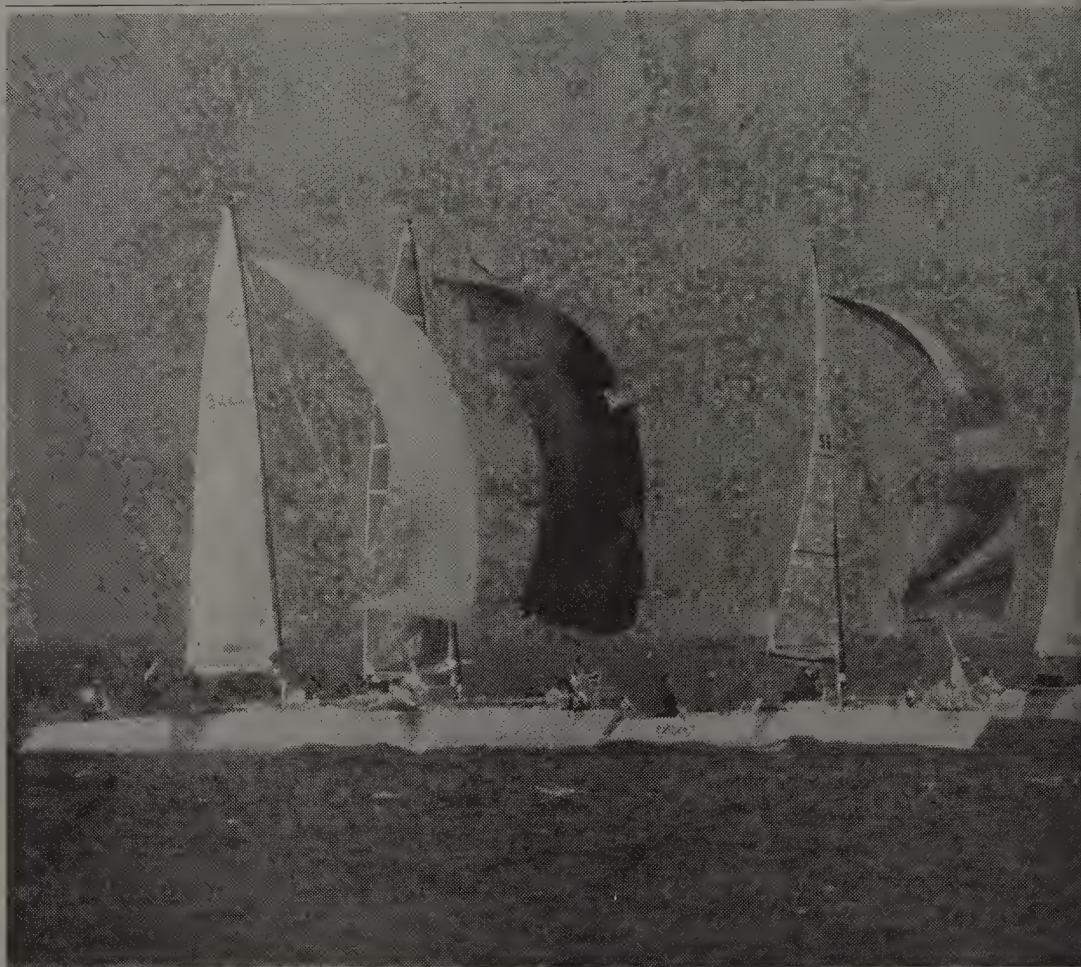
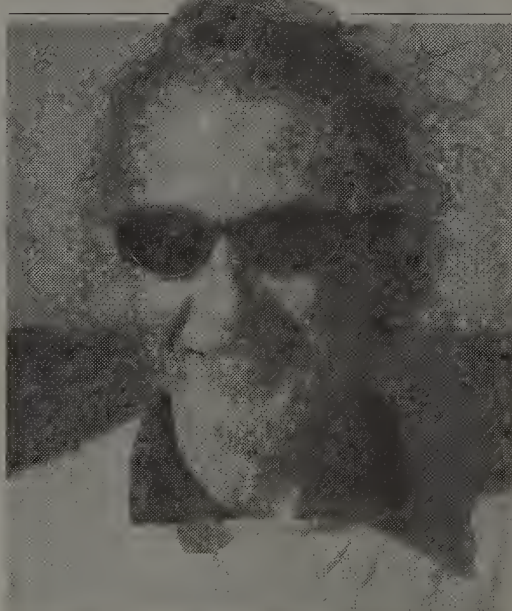
DIV. II — 1) *Weckless Wabbit*, Wylie Wabbit, Jim

NOOD winners — John KostECKi (left) and John Kilroy won the Farr 40s again with 'Samba'.



ALL PHOTOS LATITUDE/ROB

Bill Wright and his 'Zsa Zsa' team crushed the 1D-35s.



Ritchey; 2) *Hanalei*, SC 27, Rob Schuyler; 3) *Variety Show*, SC 27, Barry Whittall; 4) *Sumo*, SC 27, Jim Livingston. (11 boats)

DIV. III — 1) *Gail's Warning*, Cal 22, Richard Emigh; 2) *Sunny Days*, Santana 22, Cormac Carey. (5 boats)

MULTIHULL — 1) *Sea Puppy*, F-24, Bert Lemke. (2 boats)

NON-SPINNAKER — 1) *Adventure*, Catalina 30, Jack McDermott; 2) *Bahama Breeze*, Catalina 42, John Burks; 3) *Baythoven*, Ranger 26, William Mears; 4) *Ciao*, SC 27, Noah Flores. (12 boats)

CORPORATE WINNERS — 1) *Weckless Wabbit*; 2) *Alta Vita*; 3) *Outrageous*.

OVERALL — 1) *Weckless Wabbit*; 2) *Pacific*

Still going strong — The Express 27 fleet at the NOOD. At the end of the month, the class fielded 24 boats for their Nationals — the most ever!

High; 3) *Hanalei*; 4) *Carnaval*; 5) *Alta Vita*. (45 boats)

MAJOR SPONSORS — Santa Cruz YC; West Marine; TransPac Class Racing, LLC; Rosebud Racing, Inc.; KWAV 97-FM; Lee-Kahn Foundation.

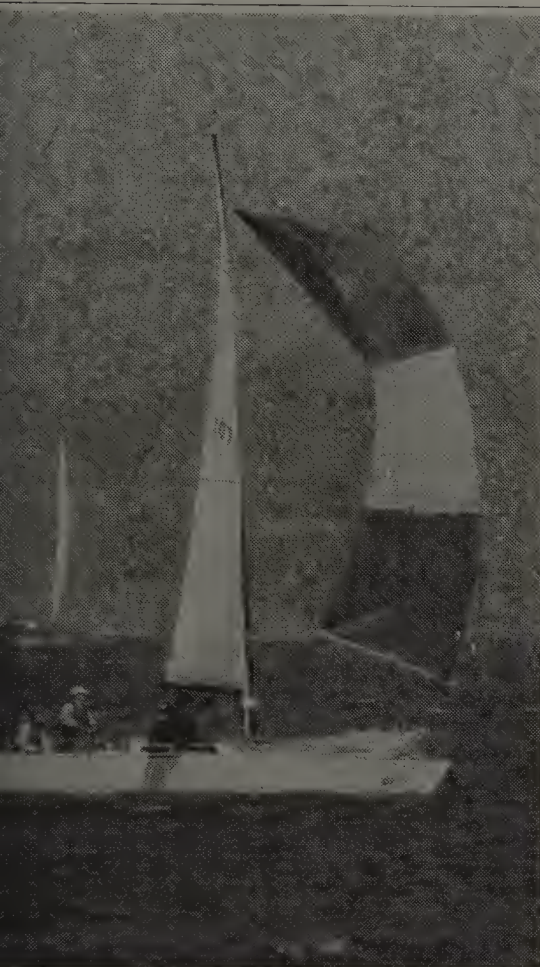
FULL RESULTS — www.scyc.org.

NOOD Regatta

It's a pretty unbeatable combination: sponsorship by *Sailing World*, race management by St. Francis YC, and one

Seamus Wilmot (left) and Barry Lewis dominated the J/102s with 'Chance'.





RALPH DEEDS

ing on the Cityfront. It was an exciting day on the water, with several collisions (notably *Morning Glory*, which was holed by *Mayhem*), at least one man overboard (Mr. Magoo dropped out to rescue a swimmer off *Jolly Mon*), and over a dozen kites blown to bits. The usual Mt. Gay-fueled party followed that evening, during which Don Jesberg's brand-new Melges 24 *Ego* was presented the Hall Spars & Rigging Boat of The Day honors for a fine 1,1,1 performance against a tough 18-boat class.

A pall was cast over the otherwise happy gathering on Sunday morning, when it was learned that popular Farr 40 owner Mike Condon, whose *Endurance* wasn't racing that weekend, had suffered a heart attack while jogging Saturday night and passed away. The Farr 40 class paraded around the outer buoy off StFYC on their way down to the Circle, and thoughts and condolences were shared among the crews — and then the show went on, as Condon no doubt would have wanted it.

Samba Pa Ti, to no one's surprise, continued her winning ways in the 18-boat Farr 40 fleet. With Volvo Race winner John Kostecki — who is a shoe-in for 2002 Rolex Yachtsman of the Year honors — calling the shots, *Samba* edged out Peter Stoneberg's *Shadow* by four points. To everyone's surprise, however, Jesberg's *Ego* dismasted in the last race on Sunday — ironically in much lighter air than Saturday. That handed the Melges class win to sailmaker Seadon Wijsen, who was sailing his new *Star*, which had also suffered a dismasting in practice a month

ago. It was a bittersweet day for Wijsen, who as *Endurance*'s tactician was still reeling from the loss of his good friend.

•Bill Wright's 1D-35 *Zsa-Zsa* strung together a flawless regatta — five bullets — in dominating their class. Two other boats had near-perfect performances — Barry Lewis's J/120 *Chance* went 1,3,1,1 to knock off perennial champ Mr. Magoo, while the Tom Baffico/Forest Baskett team on *Baffett* had a 6,1,1,1,1 record in the Express 27 class. Shawn Bennett and Rich Bergmann sailed their J/105 *Zuni Bear* to victory in the biggest fleet (30 boats), while John Wimer's *Fast Lane* won the J/35 Nationals over five other sister-ships.

Sponsors of the excellent weekend — other than *Sailing World* and StFYC — were Mt. Gay Rum, Boat U.S., Frederiksen, Hall Spars & Rigging, Marlow Ropes, Maserati, North Sails, Raymarine, Ronstan, Samuel Adams, and Sunsail. Complete results can be found at www.stfyc.org.

FARR 40 — 1) *Samba Pa Ti*, John Kilroy/John Kostecki, 18 points; 2) *Shadow*, Peter Stoneberg/Ed Baird, 22; 3) *Morning Glory*, Hasso Plattner/Russ Silvestri, 24; 4) *Barking Mad*, Jim Richardson/Stu Bannatyne, 28; 5) *Still Crazy*, Bill Helming/Jeff Madrigali, 28; 6) *Cavallino*, Zarko Draganic/Ross MacDonald, 33; 7) *Crocodile Rock*, Alex Geremia & Scott Harris/Robbie Haines, 37; 8) *Groovederci*, Deneen & John Demourkas/Dee Smith, 46; 9) *Joss*, Owen Kratz/John Bertrand, 49. (18 boats)

J/120 — 1) *Chance*, Barry Lewis/Seamus Wilmot, 6 points; 2) *Mr. Magoo*, Steve Madeira/Jeff Lawson, 11; 3) *Twist*, Timo Bruck/Bill Colombo, 13. (7 boats)

1D-35 — 1) *Zsa Zsa*, Bill Wright/George Szabo, 5 points; 2) *Tabasco*, John Wylie, 11; 3) *Koinonia*, Doug Ament, 15. (6 boats)

J/105 — 1) *Zuni Bear*, Shawn Bennett/Rich Bergmann, 9 points; 2) *Nantucket Sleighride*, Pe-

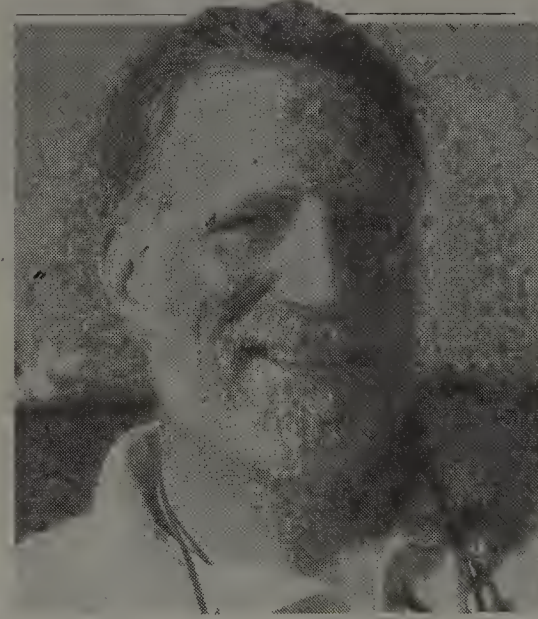
Seadon Wijsen ('*Star*') won the Melges class and was gearing up for the Gold Cup.



Rich Bergmann (left) and Shawn Bennett took the 30-boat J/105 class with '*Zuni Bear*'.



John Wimer won the intimate J/35 Nationals with his '*Fast Lane*'.



THE RACING

ter Wagner, 15; 3) **Good Timin'**, Phil Perkins/Dave Wilson, 16; 4) **Blackhawk**, Dean Dietrich, 22; 5) **Wind Dance**, Jeff Littfin, 29; 6) **Charade**, Tom Coates, 37; 7) **Tiburon**, Steve Stroub, 39; 8) **Jose Cuervo**, Sam Hock, 40; 9) **Irrational Again**, Jaren Leet, 44; 10) **Advantage 3**, Pat Benedict, 47; 11) **Streaker**, Ron Anderson, 49; 12) **Jabberwocky**, Brent Vaughan, 49; 13) **Whisper**, Eden Kim, 53; 14) **Wallopig Swede**, Tom Kassberg, 56; 15) **Bella Rosa**, Dave Tambellini, 59. (30 boats)

J/35 (North Americans) — 1) **Fast Lane**, John Wimer, 9 points; 2) **Jarlen**, Bob Bloom, 13; 3) **Kiri**, Bob George, 14. (6 boats)

EXPRESS 27 — 1) **Baffett**, Tom Baffico/Forest Baskett, 10 points; 2) **Exocet**, Jason Crowson, 15; 3) **Magic Bus**, Eric Deeds, 17; 4) **Jalapeno**, Brendan Busch, 23; 5) **Swamp Donkey**, Robert Brown/Doug Robbins, 32; 6) **Chimo**, Brad Pennington, 33; 7) **Archimedes**, Dick Swanson, 38; 8) **El Raton**, Ray Lotto, 46. (16 boats)

MELGES 24 — 1) **Star**, Seadon Wijsen, 15 points; 2) **Rock n' Roll**, Argyle Campbell, 21; 3) **Ego**, Don Jesberg, 28; 4) **Pegasus 24-1**, Philippe Kahn, 32; 5) **Quantum 1**, Tim Duffy, 35; 6) **Agent 99**, Dimitrelis Dimitrois, 36; 7) **#24**, Kevin Clark, 39; 8) **Monsoon**, Bruce Ayres, 43; 9) **Va Va Voom**, Mike Holt, 43. (18 boats)

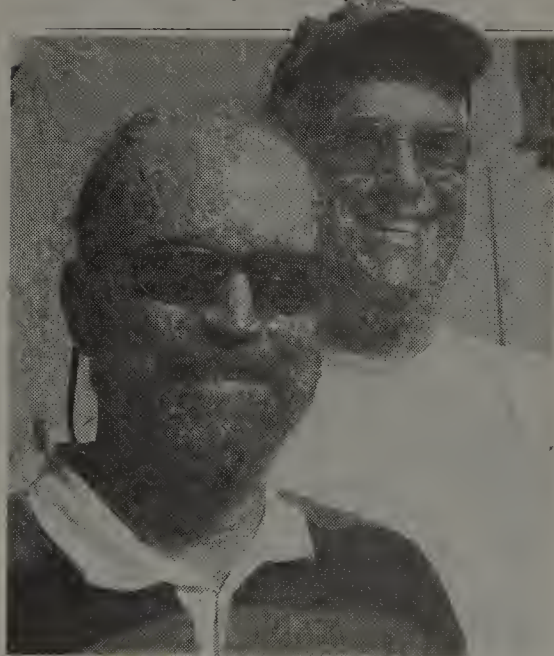
J/80 — 1) **DB1**, Mark Varnes, 6 points; 2) **Hum**, David Pacchini, 10. (4 boats)

J/24 — 1) **Jaded**, Deke Klatt, 12 points; 2) **Team Audi**, Doug Nugent, 16; 3) **Nixon Was Cool**, Kermit Shickel, 16; 4) **Rail to Rail**, Rich Jepsen, 16; 5) **Blue J**, Brian Mullen, 24; 6) **Casual Contact**, Edward Walker, 29. (12 boats)

West Marine Fun Regatta

The eighth annual Santa Cruz YC-hosted West Marine Fun Regatta was another huge success. Commonly the biggest youth regatta in Northern California, this year 147 junior sailors (ages 11-17) competed on three courses just outside the Santa Cruz Yacht Harbor. Eleven fleets — that's right! — consisting of Optimists,

Forest Baskett (left) and Tom Baffico sailed 'Baffett' to victory in the Express 27 class.



COURTESY SCYC

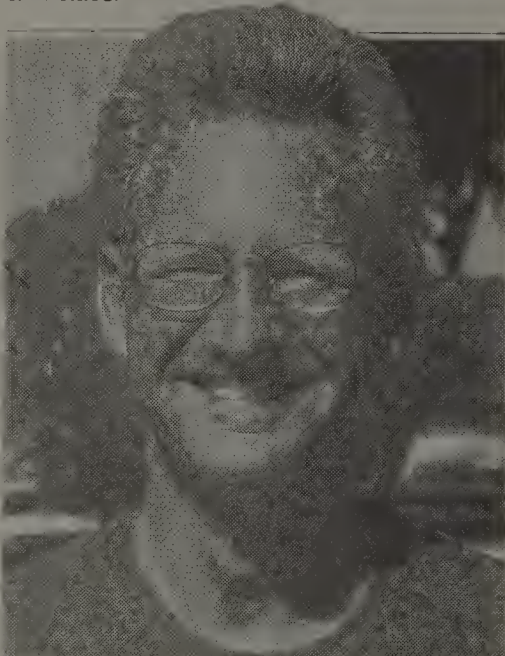
Tons of fun — We wish there had been great regattas like this when we were kids!

El Toros, Bytes, Splashes, FJs, Lasers, and 29ers blasted around Monterey Bay on Saturday and Sunday, September 14-15.

The sailing was excellent on Saturday, with unlimited visibility, and moderate winds and seas. Sunday's coastal fog burned away before the racing began and the juniors experienced moderate, but building, wind and seas throughout the afternoon. Dockside following Sunday's racing, the kids had tall tales of waves "this high", and winds just short of gale warnings!

SCYC's Junior Sailing Program again executed a large, complex event — includ-

Ventura sailmaker Deke Klatt ('Jaded') took the J/24 class.



ing adequate safety boats for all three courses — in exemplary fashion. Stay tuned, this regatta gets bigger every year!

— steve reed

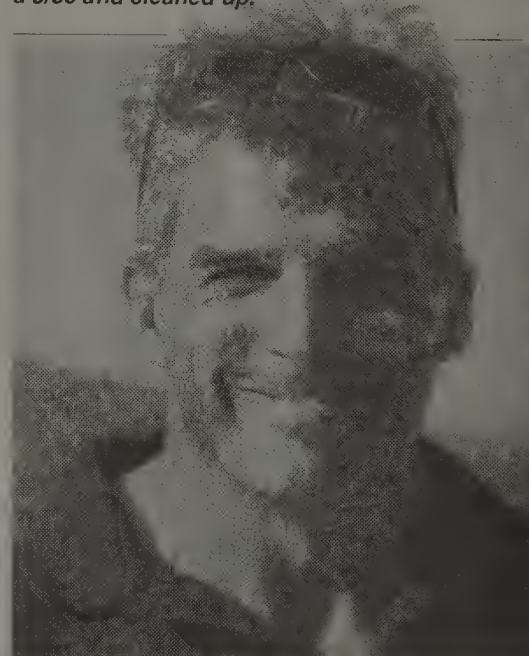
FJ — 1) Ed Gardinia/Fernanda Schlender, 16 points; 2) Chris & Jennifer Trezzo, 28; 3) Will Kendrick/Aaron Dornbrand-Lo, 30; 4) Rob Parrish/Alexandra Altschuler/Nina Viggi, 33; 5) Myles Gutenkunst/Gray Claxton, 34; 6) L. Pollack/Ben Shapiro, 34; 7) Nick Rittenhouse/Becky Mabardy, 35; 8) Woody Robinson/Michaella McClosky, 35; 9) Chris Williams/Matt Foster, 40; 10) Nolan Reis/Martha Rose, 42. (27 boats)

29er — 1) Rikard Grunnan/Tyler Dibble, 14 points; 2) Sam 'Shark' Kahn/Brian Lee, 16. (5 boats)

LASER INTERMEDIATE — 1) Max Paulus, 6 points; 2) Lauren Durfee, 15; 3) Cory Lutchansky, 17. (9 boats)

LASER ADVANCED — 1) Cameron McCloskey,

Former 11:Metre sailor Mark Varnes borrowed a J/80 and cleaned up.



7 points; 2) Jonathan Goldsberry, 7; 3) J.V. Gilmour, 16. (8 boats)

BYTE — 1) Daniel Roberts, 6 points; 2) Patrick Hines, 6. (5 boats)

SPLASH — 1) Jordan Stern, 6 points. (3 boats)

OPTIMIST INTERMEDIATE — 1) Daphne Arena, 9 points; 2) Ellie Buckingham, 10; 3) Christopher Jefferies, 13; 4) Brian Hoover, 13; 5) Patrick Nolan, 16; 6) Alek Nilsen, 22. (15 boats)

OPTIMIST ADVANCED — 1) Cody Nagy, 4 points; 2) David Liebenberg, 7; 3) Rogan Kriedt, 10; 4) Devon Lindsley, 16; 5) Claire Dennis, 6; Lindsay Grove, 21. (14 boats)

EL TORO BASIC — 1) Stuart Sapia, 5 points. (3 boats)

EL TORO INTERMEDIATE — 1) Christina Nagatani, 7 points; 2) Camille Barry, 10; 3) Michael Castruccio, 15; 4) Allison Heckman, 21. (11 boats)

EL TORO ADVANCED — 1) Max Fraser, 7 points; 2) Russell Schuldt, 11. (6 boats)

Express 27/Antrim 27 Nationals

The Express 27 class celebrated its 20th National Championship on September 20-22 with their biggest turnout ever — 24 boats! Richmond YC hosted the seven-race, no-throwout series, which was held in perfect sailing weather (12-25 knots). "Boats came from as far away as Oregon," noted class organizer Jason Crowson (*Exocet*). "It was a pretty big deal!"

Swamp Donkey, sporting a new *Shrek*-inspired mascot on their bow pulpit and a crisp set of new Quantum sails, dominated the regatta with a 2,1,2,1,1,1,1 record to win their first Nationals. Partners Scott Sellers (driver), Robert Brown (tactician) and Doug Robbins (bow) were joined in the winning effort by Geoff McDonald (trimmer) and Holt Condon (mast). "Their boat is at minimum weight, and their crew is at the maximum — plus they sailed beautifully," noted runner-up Tom Baffico (*Baffett*).

The Antrim 27s joined the Express 27s on fairly short notice, only fielding six boats for their sixth Nationals. Tahoe sailor Bryce Griffith piloted *Arch Angel* to his first title, beating *Nemesis* on a tiebreaker. The *Arch Angel* crew consisted of designer Jim Antrim (tactician), Ed Colbet, Kurt Hansen, Denise Hammon and Phil Kennegberg.

EXPRESS 27 — 1) *Swamp Donkey*, Sellers/Brown/Robbins, 9 points; 2) *Baffett*, Baffico/Baskett, 20; 3) *Attack from Mars*, Brendan Busch, 30; 4) *Magic Bus*, Eric Deeds, 37; 5) *Exocet*, Crowson/Landon, 48; 6) *True Grits*, Jay Montgomery, 53; 7) *Maximus*, Josh Grass, 56; 8) *El Raton*, Ray Lotto, 65; 9) *Chimo*, Brad Pennington, 71; 10) *Peaches*, Rivlin/Baldwin, 80; 11) *E-Type*, John Drewery, 81; 12) *Shenanigans*, Bill Moore, 88. (24 boats)

ANTRIM 27 — 1) *Arch Angel*, Bryce Griffith, 20

points; 2) *Nemesis*, Martson/Shortman, 20; 3) *Czechmate*, Mark Hulbeck, 25. (6 boats)

Full results — www.ryc.org.

Box Scores

Whew! We've survived another summer sailing season, and the avalanche of race results is becoming more manageable. However, there's still enough fodder for one more round of *Box Scores*.

SF BAY SERIES (final):

FARR 40 — 1) *Samba Pa Ti*, John Kilroy, 8 points; 2) *Shadow*, Peter Stoneberg, 11; 3) *Crocodile Rock*, Geremia/Harris, 17; 4) *Groovederci*, Deneen Demourkas, 22; 5) *Peregrine*, David Thomson, 29. (13 boats; 4 regattas)

J/105 — 1) *Nantucket Sleighride*, Peter Wagner, 11 points; 2) *Good Timin'*, Perkins/Wilson, 12; 3) *Blackhawk*, Dean Dietrich, 12; 4) *Zuni Bear*, Bergmann/Bennett, 14; 5) *Wind Dance*, Littfin/Pugh, 21. (20 boats; 4 regattas)

EXPRESS 37 — 1) *Eclipse*, Mark Dowdy, 12 points; 2) *Expeditious*, Bartz Schneider, 18. (6 boats; 4 regattas)

AMERICAP II — 1) *Wasabi*, Farr ILC 46, Dale Williams, 10 points; 2) *Just in Time*, Beneteau 42s7, Norman Olson, 14; 3) *Zamazaan*, Farr 52, Chuck Weghorn, 18. (7 boats; 3 regattas)

SC 27 NATIONALS (Santa Cruz YC, Sept. 6-8):

1) *Hanalei*, Rob Schuyler, 8 points; 2) *Sumo*, Livingston/Cassady, 11; 3) *Mistress Quickly*, Larry Weaver, 19; 4) *Variety Show*, Barry Whittall, 24. (6

Dave Carrel, 52; 10) *Temptress*, Alan Field, 52; 11) *Revolution*, Brack Duker, 57; 12) *Astra*, Mary Coleman, 58; 13) *Mayhem*, Cote/Wolfe/Axford, 61; 14) *Cavallino*, Zarko Draganic/Hank Lammens, 63; 15) *Morning Glory*, Hasso Plattner, 67. (23 boats)

Scored on four SoCal regattas and four NorCal regattas, with one throwout from each circuit.

J/105 SEASON CHAMPIONSHIP (final):

1) *Good Timin'*, Phil Perkins/Dave Wilson, 79 points; 2) *Zuni Bear*, Rich Bergmann/Shawn Bennett, 92; 3) *Blackhawk*, Dean Dietrich, 99; 4) *Nantucket Sleighride*, Peter Wagner, 114; 5) *Tiburion*, Steve Stroub, 174; 6) *Wind Dance*, Jeff Littfin/Steve Pugh, 174; 7) *Bella Rosa*, Dave Tambellini, 185; 8) *Arbitrage*, Bruce Stone, 248; 9) *Irrational Again*, Jaren Leet, 253; 10) *Walloping Swede*, Tom Kassberg, 263; 11) *Orion*, Gary Kneeland, 289; 12) *Jose Cuervo*, Sam Hock, 302; 13) *Whisper*, Eden Kim, 340; 14) *Advantage 3*, Pat Benedict; 15) *Jabberwocky*, Brent Vaughn, 375. (45 boats; 40 races w/10 throwouts)

ESTUARY INTERCLUB SERIES (final):

FLEET 1 (< 173) — 1) *Noble Lady*, Beneteau First 305, Gary Massari, 7 points; 2) *Wave Rider*, Hunter 31, Mark Rommell, 8; 3) *Wind Dragon*, Catalina 34, Dave Davis, 9. (7 boats)

FLEET 2 (174-186) — 1) *Wuvulu*, Islander Bahama 30, John New, 5 points; 2) *Nice Turn*, Cal 2-29, Richard Johnson, 9; 3) *Lelo Too*, Tartan 30, Emile Carles, 9. (7 boats)

FLEET 3 (186+) — 1) *Dulcinea*, Killer Whale, Michael Mathiasen, 7 points. (3 boats)

CATALINA 34 — 1) *Mottley*, Chris Owen, 5



Eeee-haw! — Express 27 national champs, from left: Doug Robbins, Geoff McDonald, Robert Brown, Holt Condon and Scott Sellers.

boats; 6 races; no throwouts)

FARR 40 WEST COAST CHAMPIONSHIP (final):

1) *Samba Pa Ti*, John Kilroy, 10 points; 2) *Shadow*, Peter Stoneberg, 14; 3) *Crocodile Rock*, Alex Geremia/Scott Harris, 23; 4) *Groovederci*, Deneen Demourkas, 27; 5) *Peregrine*, David Thomson, 35; 6) *Endurance*, Mike Condon, 48; 7) *Barking Mad*, Jim Richardson, 49; 8) *Non Sequitur*, Tom Thayer/Dick Watts, 49; 9) *Gone Too Farr*,

points; 2) *Freya*, George Bean, 15; 3) *Casino*, Bill Eddy, 15. (7 boats)

NON-SPINNY — 1) *Knotty Sweetie*, C&C 32, G. Johnson, 8 points; 2) *Peddler*, Catalina 27, Norm Rehm, 11. (6 boats)

MULTIHULL (spinnaker) — 1) *Three Sigma*, F-27SQ, Chris Harvey, 7 points; 2) *Donnybrook*, F-28R, John Brady, 13; 3) *Raptor*, F-27, Todd Olsen, 19; 4) *Defiance*, Cross 46-R, Michael Ropers, 20. (11 boats)

MULTIHULL (non-spinnaker) — 1) *Prime Directive*, F-31CR, Dave Gilman, 5 points; 2) *Feet*, KH-38, Bill Anderson, 12. (5 boats)
(6 races w/1 throwout)

THE RACING

SOUTH BAY YRA #6 (Oyster Point YC: Sept. 14):

BIG SPINNY — 1) Fermanaugh, O'Day 34, Frank Johnson; 2) Alakazam, Olson 25, Ralph Kirberg; 3) Jet Lag, Catalina 34, Roger Roe. (6 boats)

BIG NON-SPINNY — 1) Mer.Linda, Catalina 30, Mark Hale; 2) Double Ds, Islander 36, Dale Snearly. (5 boats)

SMALL SPINNY — 1) Windsong, Ranger 23, Mike Finn/Mike Gravelle. (3 boats)

SMALL NON-SPINNY — No finishers. (8 boats)

DOLPHIN CUP (MPYC: Sept. 7-8):

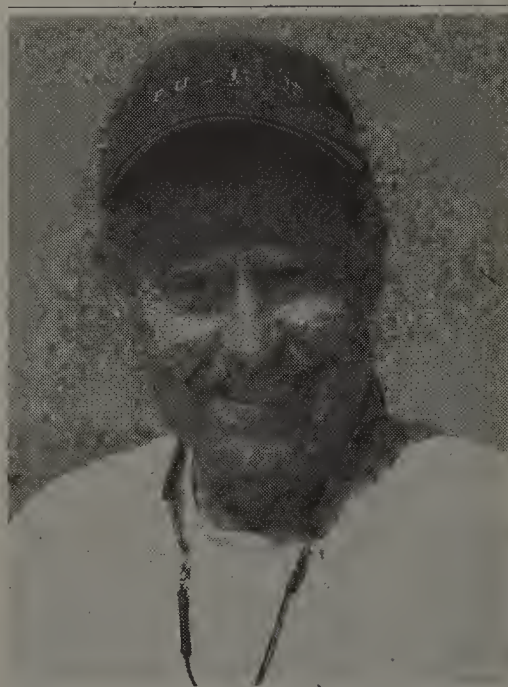
MOORE 24 — 1) Eclipse, Brad Butler, Seattle, 13 points; 2) One Moore, Tom Wondolleck, Alameda, 20; 3) Snafu U, Mark Berryman, Santa Cruz, 26; 4) Mercedes, Joel Verutti, Santa Cruz, 27; 5) Flipper, unknown, 27.

OLSON 30 — 1) Scoundrel, Aaron Seves, Long Beach, 5 points; 2) Bullet, Mike Gross, Santa Cruz, 10. (3 boats)

(5 races, no throwouts)

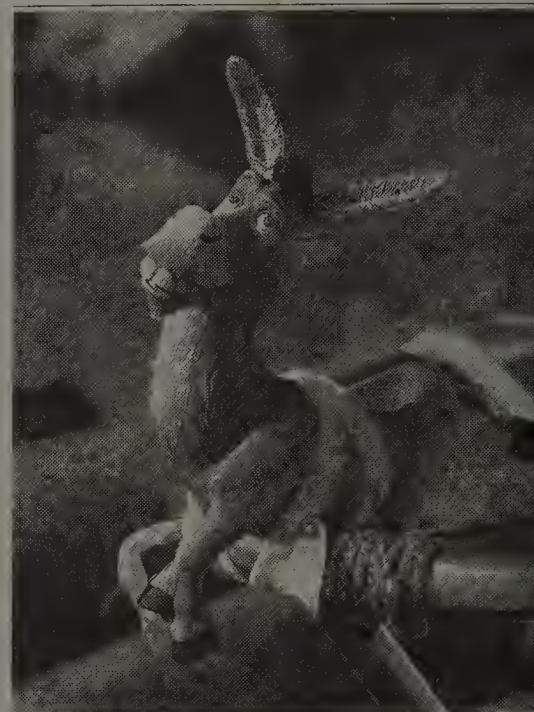
29er NATIONALS/BYTE PCCs (RYC: 8/30-9/1):

29er — 1) Dan Brandt/Trevor Bozina, 32 points; 2) Piet Van Os/Brain Haines, 37; 3) A. McCorquodale/Hunter Lowden, 48; 4) Chuck Ullman/Jon Bell, 57; 5) Andrew Costa/Robert Boardman, 74; 6) Cameron Biehl/Ryan Lorence, 75; 7) Joseph Roberts/Jeffrey Boyd, 77; 8) Brian Neufeld/Brad Neufeld, 82; 9) Katja Smutny/Cassidy Richardson, 82; 10) James Williams/Alex McCorquodale, 93. (29 boats)



LATITUDE/ROB

Above, new Antrim 27 national champ Bryce Griffith ('Arch Angel'). Right, 'Swamp Donkey's boat mascot was so cool it even talked!



BYTE — 1) Jeff Sloan, 18 points; 2) Blake Warner, 42; 3) Max Paulus; 4) Dan Ouellet, 50; 5) Sean Kelly, 51; 6) Nick Ward, 55; 7) Trish Moratorio, 81; 8) Emily Boardman, 90; 9) Gaylin Yee, 92; 10) M. Gutenkunst, 96. (19 boats)
(11 races w/1 throwout)

ETCHELLS NAs (Alamitos Bay YC: Sept. 4-7):

1) Dennis Conner (with crew Peter Burton and Al Pleskus), 10 points; 2) Jud Smith, 14; 3) Dirk Kneulman, 19; 4) Andy LaDow, 22; 5) Mark Thornburrow/Tim Parsons, 24; 6) Marvin Beckman,

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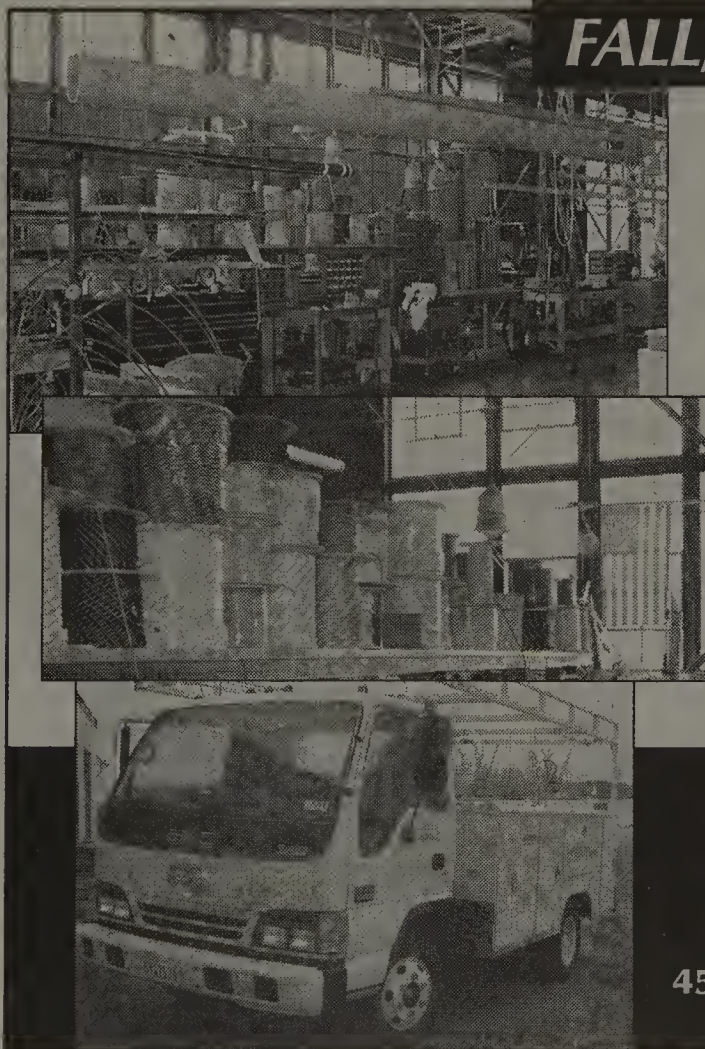
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25; 7) Doug Jorgensen, 28; 8) Artie Means/Will Stout, 31; 9) Peter Duncan, 31; 10) Aaron McIntosh, 33. (38 boats; 5 races w/1 throwout)

NorCal participants — 14) Doug Morss/Henry Fischer; 16) Jeff Mosely; 24) Kers Clausen; 31) Jeff Nehms; 35) Vern Neff/Myron Erickson.

Complete results — www.abyc.org.

COLLEGIATE RANKINGS (9/17):

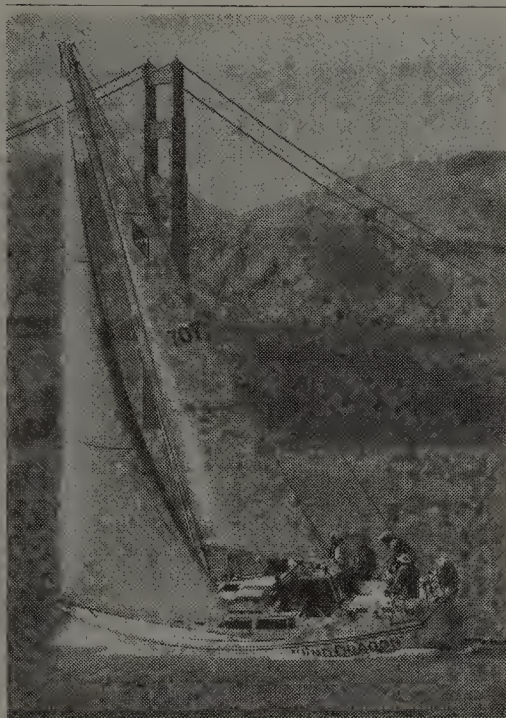
COED — 1) Harvard; 2) Dartmouth; 3) Tufts; 4) St. Mary's; 5) Hawaii; 6) Hobart/Wm. Smith; 7) Kings Point; 8) USC; 9) Brown; 10) Stanford; 11) Yale; 12) Boston College; 13) Charleston; 14) Georgetown; 15) Conn. College; 16) Washington College; 17) Navy; 18) URI; 19) Old Dominion; 20) UC Santa Barbara.

WOMEN — 1) Old Dominion; 2) St. Mary's; 3) Brown; 4) Tufts; 5) Yale; 6) Conn. College; 7) Charleston; 8) Hobart/Wm. Smith; 9) Georgetown; 10) Dartmouth; 11) Stanford; 12) Harvard; 13) Hawaii; 14) South Florida; 15) Boston College.

CATALINA 34 NATIONALS (GGYC, Sept. 21-22):

RACING — 1) **Wind Dragon**, Dave Davis, 4 points; 2) **Mottley**, Chris Owen, 5; 3) **Carmelita**, Chris Lewis, 7. (7 boats)

CRUISING — 1) **Freya**, George Bean, 4 points; 2) **Andromeda**, Paul Hibbard, 5; 3) **Casino**, Bill Eddy; 4) **Rollover**, Lynn Guerra, 9. (11 boats)



CAROLYN DEAN

Dave Davis's 'Wind Dragon' en route to winning the Catalina 34 Nationals.

(4 races w/1 throwout)

SCYC FALL SCORE/DDB #2 (SCYC, Sept. 22):

DIV. I — 1) **Absolute 02**, Sydney 38, Keith MacBeth. (3 boats)

DIV. II — 1) **Details**, Andrews 30, J. Panchallo. (2 boats)

DIV. III — No finishers (6 boats)

DOUBLEHANDED — 1) **Una Mas**, Moore 24, L. Peterson; 2) **Wildfire**, Moore 24, Howard Ruderman; 3) **Nobody's Girl**, Moore 24, Syd Moore. (8 boats)

Race Notes

Almost famous: A pair of San Francisco J/105 programs each came tantalizingly close to winning the **J/105 North Americans** at Chicago YC on September 20-22. Fifty boats sailed in the epic seven-race, no-throwout regatta, the most 105s ever assembled. Tom Coates's **Masquerade**, with Mark Chandler calling tactics, took bullets in the first two windy races, but ultimately faded back to sixth overall due to a 20-boat penalty for a drifting port/starboard infringement in race three. Shawn Bennett and Rich Bergmann's **Zuni Bear** also had a shot at winning, but was DQed in the sixth race and sank to eighth overall. The boats would have finished 1-2 if not for their foul troubles. **Peregrine**, from Annapolis, won the event over **Hoss** (Fort Worth) and Bob Johnstone's **Tern 7** (Charleston, SC). A San Diego boat, Rip Carruthers's **Incorrigible**,

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ended up eleventh. See www.chicagoyc.org for details.

Match racing circuit: Home-town hero **Scott Dickson** won Long Beach YC's **Ficker Cup** late last month, posting a 11-2 record in the Grade 2 Catalina 37 match racing competition. With the trophy comes an automatic invitation to next spring's Congressional Cup. Runner-up was Dalton Bergen (Seattle), followed by **Dawn Riley** (Sausalito) and Tucker Thompson (Annapolis). . . Next up is the Grade 1 **Bermuda Gold Cup** on October 12-20, which boasts a hefty \$65,000 purse. Eight seeded European skippers will take on 15 unseeded 'up and comers', including Dickson and Thompson, in IODs in this unique program format. With most of the world's top match racing talent otherwise engaged in Auckland, the Gold Cup could go to a wild card winner this year.

Old age and treachery: 280 'ancient mariners' (over 35) were sailing in the **Laser World Master Champs** at Hyannis YC (Cape Cod) as we went to press. "The primary means of qualification is to live



Weird scenes at the NOOD — Dee 'Hannibal' Smith receives a 50th birthday present from Deneen Demourkas ('Groovederci').

long enough," claimed **Chris Boome**, who was faring well in the Grand Masters category (55-64, i.e. "pretty darn old") and enjoying seeing "old friends, very old friends." Past Rolex winner Ed Adams was mopping up the Masters category (45-54) in the early going, with **Peter Vessella** and **Tracy Usher** not too far behind. Check out www.laser-worlds2002.com to see how it ended up.

Meanwhile in the Med: The **13th Maxi Yacht Rolex Cup** was contested

in early September in the emerald waters off Porto Cervo, Sardinia. The R/P 74 *Alexia* (ex-*Windquest*) topped the maxis, while the 77-foot *Magic Carpet* won the Wally division. The YC Costa Smeralda-hosted regatta was enlivened by the presence of the Aga Kahn, as well as the Wally yacht *Askherout* sinking after hitting a rock. . . The **12th Swan World Cup** took place at the same venue immediately following the Maxi Cup. From September 8-15,

Porto Cervo was wall-to-wall with Nautor-built Swans (over 100 boats from 21 nations — the biggest gathering ever!), rockstars and beautiful people. After six races in winds ranging from 5-35 knots, the overall winner was a squeaky new French Swan 70 called *Fast.net*, with Annapolis sailmaker **Larry Leonard** among the afterguard. A pair of American boats were second and third — Frank Savage's Swan 56 *Lolita* and Tom Stark's Swan 45 *Rush*, which had **Ed Baird** aboard as tactician. It was a glamorous and memorable event — tune in next month to read all about it.

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With reports this month on **Caribbean Charter Options**, a rare look at chartering in Wisconsin's **Apostle Islands**.

500 Miles of Spectacular Sailing: A Caribbean Charter Primer

From the Virgin Islands to Grenada, the isles of the Eastern Caribbean fan out in a 500-mile crescent, forming one of the most spectacular sailing grounds on earth. The allure of warm, clear water, steady easterly trade winds and ample shoreside infrastructure keeps charterers coming back year after year. Without a doubt, no region in the world sees more yacht vacationers annually.

You'll find long-established bareboat companies as well as top-notch crewed yachts throughout the area, and daily flights from major U.S. and European gateways make it relatively easy to arrive at even the more remote charter bases. There are, however, many things to consider before booking a late-fall or winter getaway.

Before we discuss the differences between the half-dozen primary chartering venues, though, let's touch on a few other key issues. First, as every grade-school scholar knows, during the colonial era, the Spanish, English, French and Dutch battled for decades to gain control of these verdant, sunny isles. By the time the smoke cleared, the region had become a patchwork of different nationali-

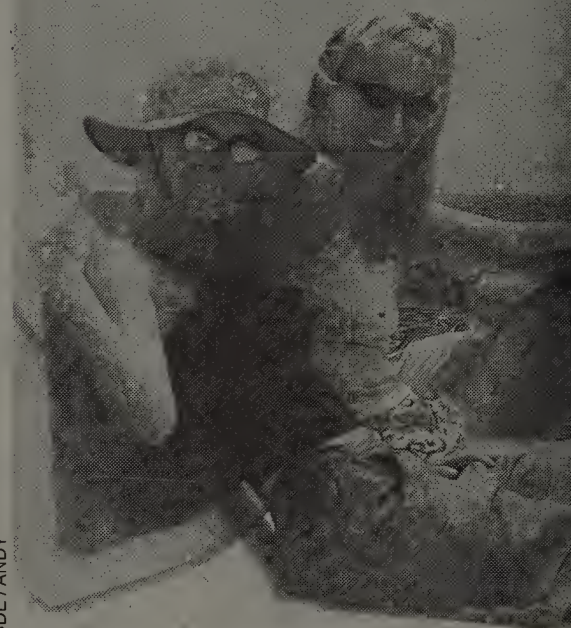
Life is slow and easy in Les Saintes. Seen here is Terre-de-Haut's idyllic harbor, lined with cozy restaurants that serve seafood delights.

between them both fascinating and fun.

In terms of language, currency and airline service the entire region is relatively easy to travel in: English is spoken on the Dutch islands as well as the British (and formerly-British) isles — albeit with a distinctive Caribbean lilt. Even on the French Islands many restaurateurs, shop owners and hoteliers speak passable English.

On all the British islands, Eastern Caribbean dollars are the official currency, but most folks would just as soon accept U.S. dollars. And while the French islands now use euros instead of francs, many businesses there are more than happy to accept dollars also. Credit cards are universally accepted, except perhaps at beach bars, and reliable ATM machines with links to U.S. banks can be found in most business districts.

Sadly, flights to the heart of the Caribbean are never cheap, but you can sometimes find bargains to San Juan, Puerto Rico, which is the region's primary jumbo jet hub. American Airlines is the U.S. carrier with the greatest concentration of flights to the Caribbean — they virtually own it — so, unfortunately, they have little incentive to discount their prices. (The good news is that American generally does an excellent job, and luggage can be booked all the way through to your end destination.) Here's a little



LATITUDE / ANDY

The Caribbean offers choices of many boat types, as well as a wide diversity of cruising itineraries to suit every taste, whether you're a neophyte sailor or a veteran world traveler.

In all seasons, they will 'charge' you only 30,000 miles, which seems like a bargain when you consider that most carriers charge nearly double that to get to Europe or the South Pacific. On the other hand, if you do have to buy a ticket, by the time you fly from the West Coast roundtrip to, say, Antigua, you'll have earned 10,000 miles.

Even without considering flight costs, a trip to the Caribbean is no cheap holiday, so be sure you

do your homework before deciding on a particular venue to charter in. We'll give you capsule summaries here, but we encourage you to do some digging on your own also. Charter company websites and brochures, tourist board literature, and cruising guides are good places to start.

You'll find good sailing and moderate

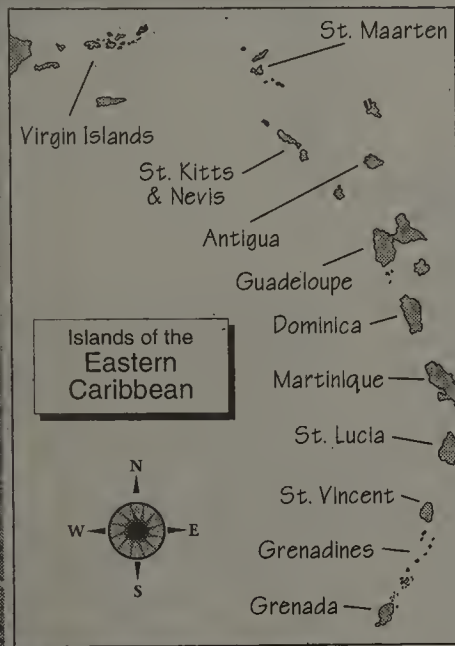
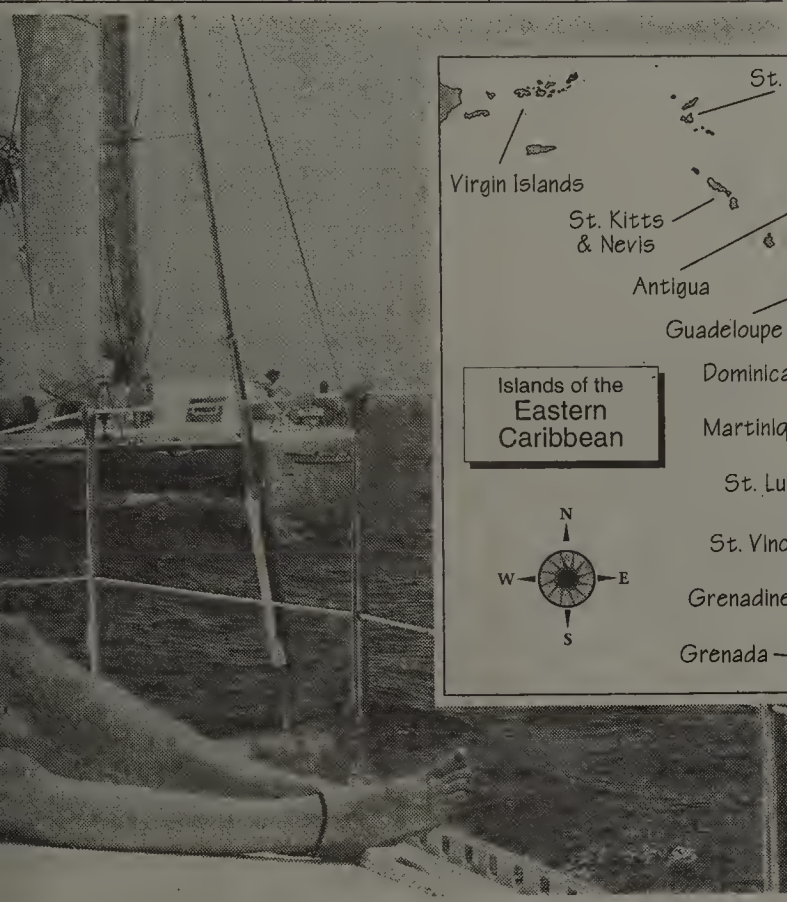
temperatures in the Caribbean year-round, but wintertime sees peak tourism, chiefly because of the June to October hurricane season. (Note, however,



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ties living within sight of each other. In the 300 years since, each island has evolved its own particular style and 'personality', a fact which makes traveling

tip: If you or your sailing buddies have frequent flyer miles on American, use them for Caribbean travel, rather than shelling out \$1,000 per economy ticket.



Maarten and its nearby islands is the amazing diversity, both culturally and geographically. Within a week's charter you can be gambling in a St. Maarten casino, eating escargot in a St. Barts bistro, snorkeling on the remote cays of low-lying (British) Anguilla, and climbing through dense rain forest

overlooking the pastoral landscapes of Nevis, a former British colony. There's great sailing between them all, while ashore you'll always find a cold drink and a bal-

ance of fine restaurants and funky beach bars. are Guadeloupe, Dominica, Martinique, St. Lucia and St. Vincent. If you prefer sailing in lake-like conditions, be warned that the open-water crossings between them can get a bit rowdy, but each of them has sites well worth visiting and the cultural diversity between them is remarkable. If you want to get away from other boaters, the least-visited Caribbean isle is British Dom-inica, which lies between the French islands of Guadeloupe and Martinique. Because it's the least-developed isle in the region, exploring it gives you a window onto what the 'old Caribbean' was like.

South of those three neighbors lies St. Lucia, which is home to major charter bases and is often a jumping-off point for Grenadine charters. With only a week, though, a St. Lucia start doesn't leave you enough time to cover the entire Grenadine chain — a cluster of tiny, marginally-developed islands which are reminiscent of how the BVI was 20 years ago.

Renowned for easy sailing, fine snorkeling and laid-back beachfront watering holes, St. Vincent and the Grenadines, as the multi-island nation is called, is a fine choice for sailors who appreciate short sailing distances and a lack of big-city amenities. There are charter bases at St. Vincent and Union Island.

South of the Grenadines lies the lush green island of Grenada. Known as the 'isle of spice', you can still tour working

St. Lucia's picture-perfect Marigot Bay has long been a major charter base. It's a popular starting place for Grenadine charters.

that the odds of getting hit by a big storm are about 100 to 1, even in midsummer, when boat prices are considerably cheaper.)

Unless you just started sailing yesterday, you probably know that the Virgin Islands — primarily the British Virgin Islands, as opposed to the U.S. Virgin Islands — are the hands-down favorite bareboating spot in the world. And no wonder. The waters are well protected, the shoreside tourism infrastructure is plentiful without being overdone and there are overnight mooring balls at almost every anchorage. You could literally go all week without ever dropping a hook. We love it as much today as we did when we first sailed there a million years ago, and we agree that it's the best venue for first-time charterers. The downside, though, is that its anchorages are now very crowded during the peak winter season. If your philosophy is 'the more the merrier' you'll love the camaraderie, but if you're a loner, consider waiting until summer.

If you have more than a week, consider hopping over to the U.S. Virgins for a few days also — at least to spectacularly-beautiful St. John which has some of the most sensational beaches in the Caribbean basin.

Ninety miles beyond the eastern end of the Virgins lies the Dutch/French island of St. Maarten/St. Martin, both sides of which have excellent charter bases. Perhaps the best thing about St.

Antigua is often considered to be a single-island chartering venue, as there's plenty to see and do while circumnavigating it. Our favorite Southern Leewards itinerary, however, is to sail from the large French island of Guadeloupe to the nearby cluster of idyllic islets called Les Saintes — where few Americans venture and waterside cafes serve fabulous food. Next, it's on to the Nature Reserve at Isle Pigeon for some excellent diving, before making the 40-mile passage to Antigua.

There, exploring the lovingly-renovated buildings and battlements of Nelson's Dockyard will transport you back to an era when Admiral Nelson patrolled these shores with the British West Indies Squadron. A loop around the island will take you to fabulous beaches backed by waterside resorts. If time allows, a jaunt to Antigua's sister-island, Barbuda, will reveal mile after mile of deserted white-sand beaches.

From Guadeloupe south to Grenada, a series of relatively large, mountainous islands is laid out in a gentle curve. They

spice plantations in its verdant interior — it's well worth arriving a day or two early to do some inland reconnaissance. Afterwards, our favorite game plan is to

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spice plantations in its verdant interior — it's well worth arriving a day or two early to do some inland reconnaissance. Afterwards, our favorite game plan is to

sail north on a one-directional charter, stopping in at Carriacou, a possession of Grenada where they still make hand-hewn boats on the beach, before hopscotching across the jewel-like islands and cays of the Grenadines. If you have 10 days or two weeks, you can end at St. Lucia, having visited a dozen different islands en route.

We could write a book about our favorite Caribbean anchorages, beach bars and restaurants, but why would you want to read something like that when you could be out there doing your own 'research'. So we encourage you, to bite the bullet, shanghai some good-natured friends and book your favorite boat type soon, while it's still available.

— latitude/aet

On the Waves of Gitche Gumee: Lake Superior's Apostle Islands

Like many people who live on the coast, east or west, I have avoided the middle of the country. I like to fly over it, especially during the winter when the Midwest is a huge blanket of white.

But when my wife, Nellie, and I read a fascinating Stephen Ambrose book on Lewis and Clark, it put us in a frame of mind to take a look at some of the mid-regions of the fabulous continent of North America.

Our friends Mike and Mary Ellen McCormick own a cabin on the shores of Lake Superior, on Michigan's Upper Peninsula, and they are also sailors. So Mike suggested a sailing trip to the Apostle Islands, which neither my wife nor I had ever heard of, followed by a

stay at their cabin.

We looked up the Apostles and discovered an attractive group of 22 islands, tightly grouped together, just off shore from Bayfield, Wisconsin. Heavily wooded and for the most part uninhabited, the islands offer numerous anchorages, sandy beaches, hiking trails, six light houses, abandoned brownstone quarries and, for the hearty, swimming. French Missionaries coined the name Apostle Islands in the 17th Century, but native Americans had visited, inhabited and exploited the islands for millennia before.

Mike explained that summers are short in the North Woods, so August is the best time — the *only* time — to go. Mike and Mary Ellen invited their friends, Richard and Joellen Bennett, to join us. Richard is an Episcopalian minister with an affinity for top-notch beer, a splendid combination of the worldly and the spiritual.

I organized the sailing part of the trip with Superior Charters in Bayfield, WI, the largest charter fleet in the area. We booked an Endeavour 42, a design I was unfamiliar with, but it turned out to be a comfortable, center cockpit boat with two large cabins, two heads and an enormous main salon.

Compared to the fleets of The Moorings, Sunsail and other top chartering companies, Superior Charters' boats are relatively old. But then, boats age more slowly in the Great Lakes than they do in salt water environments. Ours, *Obsession*, was a 1988 model, but she was in good shape for her age, despite a number of small problems.

Superior Charters has its base in Port Superior, about two miles south of the town of Bayfield. We loaded our gear, food and supplies — which turned out to be a very hot process — then later went to dinner at the fabulous Old Rittenhouse Inn, a rambling Queen Anne victorian built in 1890 which sits on a bluff above the town. Bayfield is on hilly terrain that comes up abruptly from the lake to

streets that offer good views over the water. It is a popular summer get-away, especially for sailing and kayaking.

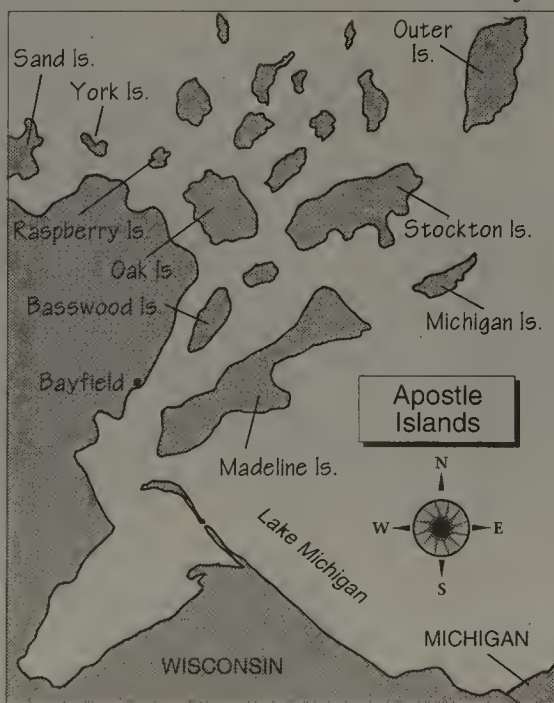
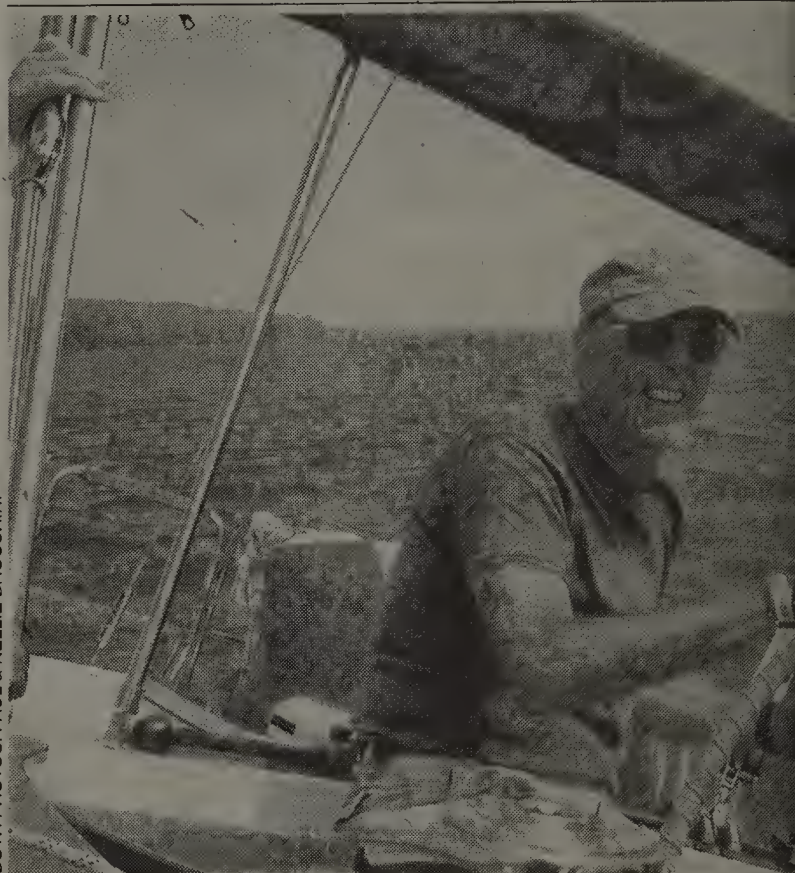
After completing our check-out with the charter company, we set sail for Madeline Island, the southernmost Apostle Island, which lies directly across from Bayfield. We had originally planned to get out into the big lake, unprotected by the Islands, and go around the east side of Madeline Island, then up to Stockton Island (see map). But it was so windy we decided instead to sail north on the inside of Madeline, up past Basswood and Hermit Islands, then over to Stockton.

We got the main up, rolled out about 50% of the jib and started to learn a little bit about *Obsession*. The Endeavour 42 is a heavy boat, slow in coming out of tacks, but once she got going, she was reasonably fun to sail and fairly fast. We tacked all the way up the channel into northeast winds of 15 to 20 knots. The chop was not bad, the sky was mostly sunny and the air temperature was about 80 degrees. In short, it was an ideal sailing day if you didn't mind going upwind.

For the first few hours we were in a protected area in the lee of Madeline Island, but when we finally got past it and could see out into the lake, the water went to the horizon and the feeling of being on an inland sea was complete.

Longfellow's Hiawatha called Lake Superior "Gitche Gumee" meaning "Shin-

BOTH PHOTOS: PAUL & NELLIE BROCCINI



OF CHARTERING



Left to right: The author at the helm on a breezy day. Nellie, Mike and Paul strike a pose in front of the historic Sand Island Lighthouse.

ing Big Sea Water." And big it is. Lake Superior is the largest body of fresh water in the world. It is 350 miles long and attains a width of 160 miles and a maximum depth of 1,332 feet. In fact, the lowest point in the United States is the bottom of the lake, about 45 miles northeast of Marquette, Michigan. Hydrologists estimate 1/8th of the world's fresh water is in Lake Superior.

In the upper Midwest there are frequent collisions of warm air coming up from the south and cold air from the north. Violent thunderstorms are frequent, so sailors need to keep their eye on the weather. That said, in mid-summer one can expect that 90% of the days will be reasonably nice with temperatures in the high 70s. Not bad.

Our first day was terrific. We sailed the entire way and arrived at Quarry Bay on the south of Stockton Island. The wind was from the northeast and was predicted to stay in that direction overnight. Tucking in on the lee side, we knew we had a good spot for the night.

Mike and I dinghied to shore and hiked about two miles to the old brownstone quarry. The island is carpeted by a heavily-wooded forest with a rich mix of white pines, yellow and white birch, aspens, balsam fir and hemlock. Once at the quarry, we found the sandstone cut into blocks ready for shipping. This

quarry, and a larger one on Basswood Island that was started in 1868, supplied much of the brownstone for Minneapolis, St. Paul, Milwaukee and Chicago. It is hard to believe that these tiny islands could have had any economic importance, but they did. They were also heavily logged.

Today, 20 of the 22 islands have been designated a National Lakeshore under the control of the National Park Service. All of the islands are uninhabited, except for Madeline. In the summer, they are populated by yachties, kayakers, campers, rangers and docents.

The water temperature in August, in the shallows near shore, is around 68 to 70 degrees, not the Caribbean, but not as cold as San Francisco Bay either. I managed to get my skinny self in long enough to get used to the water and to actually enjoy a swim. Swimming in fresh water is such a treat, as one emerges a clean sailor rather than an old salt.

The sunset had the delicious quality that it has on boats and the fare that Joellen and Mary Ellen put on the table capped a splendid first day.

On day two we reached up to Raspberry Island, anchored around

the corner from the lighthouse for lunch and then continued on to Sand Island for the night, which has a pretty lighthouse at its north point.

The following day became overcast and threatening, but we never got more than a light shower during the morning. Nellie, Mary Ellen, Mike and I dinghied to shore and hiked to the lighthouse. There was a nice chap there, Tom, who worked all day at the light as a docent, so he gave us a tour and a short history of Sand Island and of the lighthouses in the Apostle Islands.

The Sand Island light is a handsome structure, built with native sandstone and is Gothic Revival in style. Tom's most amusing story was of the construction of the first lighthouse in the Apostles. In the mid-19th century shipping on Lake Superior grew rapidly as logging and mining exploded into boom and bust cycles. In the 1850s Congress approved the construction of the first light, which they wanted placed on Long Island, just south of Madeline Island.

The contractor who won the job arrived in Bayfield not knowing where to build the light. The only official there was a customs agent who didn't know either. He told the contractor to put the light at the western tip of Michigan Island. The contractor did so (in 1858), but when he tried to collect his fee, the Feds discovered he had built the structure in the wrong place and refused to pay.

With Tom's amusing stories bouncing around in our heads, we hiked back to the beach, returned to the boat, hauled anchor and took off around the lighthouse point. We needed to sail back to Bayfield to drop off Richard and Joellen, and, although we didn't know it at the time, we were in for some good

Since they sail in fresh water and are stored on the hard all winter, boats like 'Obsession' age more slowly in the Great Lakes. The Bayfield Maritime Museum stands in the background.



PAUL & NELLIE BROCCINI

WORLD OF CHARTERING

lake sailing.

We reached down between York and Sand Islands and were on a course that appeared to allow us, with one or two tacks, to get in the channel between York Island and the mainland and reach past Raspberry Bay, then down the channel between Oak Island and the mainland.

As we slid past York, however, we started running out of wind. The wind behind us was good, though, so we tacked back up and went around the north of York to pick up a better course to get past Raspberry Bay. It looked like we would make it, but we unwittingly sailed into a vortex of wind. Then the fun began.

We initiated a series of tacks, but on each one we immediately got headed. I thought to myself, "Ah ha! I'll sail a bit into the header and then get lifted on the new tack." But the promised lift would immediately disappear and we would be in a new header. The crew was getting edgy and tired of grinding. They began to lobby for the iron sail. But I stood fast,

like a modern Bligh. After a while, the crew stopped complaining because they were all out of breath.

In the end we got across the channel and fell off onto a glorious close reach. It was an exhilarating afternoon of fast sailing. The weather had cleared, giving us sunny skies and about 75°.

We had another great *Obsession* dinner on a slip in Bayfield and saw Joellen and Richard off. The next morning we beat back up north, but this time we went around the tip of Madeline Island and down to Michigan, past the Michigan lights. The original 1858 light still stands, but it is now shrouded by tall trees.

The cruise along the south of Michigan Island was reminiscent of BVI sailing. It had gotten hot — about 85° — so we opened the Bimini for the first time and had lunch in the cockpit. We were on a broad reach with only about six

knots of wind propelling us gracefully past the heavily-wooded island. It was one of those dream occasions of sailing in paradise. And, how about that? We found it on Lake Superior.

— paul brocchini

Paul — We've had the pleasure of chartering in many prime locations, but never in the Great Lakes. So now we've put The Apostles on our 'someday' list. Many thanks for your eye-opening report.

Readers — In these troubled times, when many Americans are still afraid to travel overseas, we'd love to publish more reader reports on other close-to-home charter venues. So if you've had a recent sailing experience in places that are rarely discussed in these pages — such as Florida, the Texas Gulf, Alaska and the Bahamas — we'd love to hear from you.

Next month, by the way, we'll be doing a short charter in the Chesapeake out of Sunsail's Annapolis base. Naturally, we'll follow up with a full report on that historically rich area.

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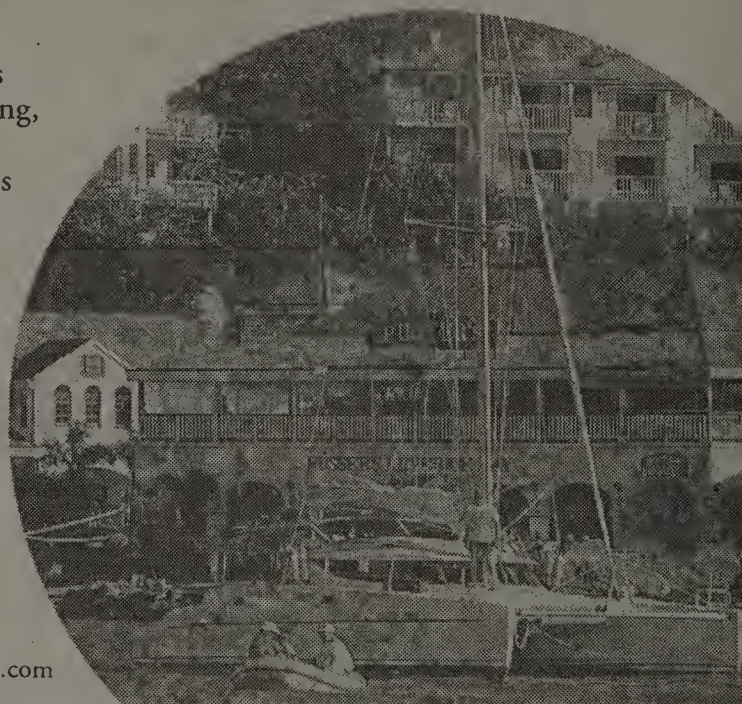
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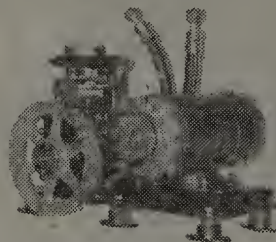
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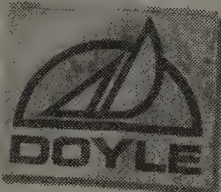
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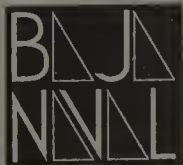
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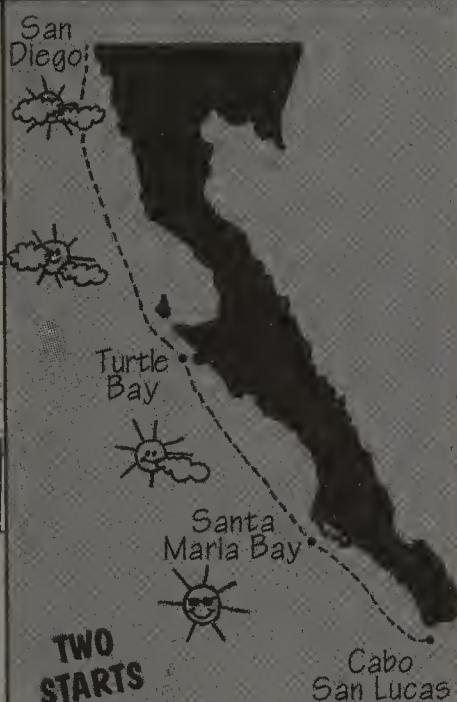
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CHANGES

*With reports from **Solitaire** on a four-year circumnavigation; from **Reflections** on French Polynesia; from **Märna Lynn** on the Sea of Cortez; from **Wildflower** on singlehanded home from Hawaii; from **Maude I. Jones** on friends being robbed in Papua New Guinea; from **Caracolita** on Cuba; from **Seeadler** on the summer of 2001 in Europe; from **Scarlett O'Hara** on the truth about their Baja Bash; and **Cruise Notes**.*

Solitaire — Barnett 42 Steve Faustina & Mike Holtz Completing A Circumnavigation (Oakland)

I am happy to report that *Solitaire* and I have completed the circumnavigation we began in November of 1998. Crewman Mike Holtz and I set sail on the last leg from Yokohama, Japan, on June 11, and arrived in San Francisco 36 days later. We had hoped for a 30-day passage, but there was one gale after another for all but the last third of the trip. Most of the gales came out of the northeast, and since we were sailing the great circle route, that meant the wind was on the nose.

The gales were highly unusual for that time of year. The last one lasted for three days, and with a maximum of 55-knots and 30-ft seas, was the most severe. Fortunately, this storm was coming from the southwest, so we blasted along under a triple reefed main and staysail for the first two days, then went with bare poles. Even then, we were still making 8 to 10 knots.

On the last day of the gale, after the wind had finally dropped below 30 knots, Mike and I were both sitting below when *Solitaire* must have been knocked down by a huge wave. For I was suddenly launched head-first into the galley bulkhead, and sustained a six-inch laceration across the top of my head, as well as a severe back bruise. Fortunately, I didn't lose consciousness and Mike wasn't hurt at all. I had no medical suturing materi-

Had he been singlehanded — as he usually does — on the trip back from Yokohama, Steve Faustina might not have survived a head injury.

als on the boat, so Mike had to sew 16 stitches — with a regular needle and thread — to get my scalp back in place. There was no anesthetic. Since the closest port at the time was 600-mile distant Dutch Harbor in the Aleutian Islands, we decided to continue on to San Francisco.

I consider myself very lucky to have had Mike along for this passage, because if I had been singlehanded — which is what I usually do — I wouldn't be writing this letter. I knew the passage was going to be the longest and most difficult of my circumnavigation, and something inside me told me to take crew. As a result of the knockdown, the wind generator was also damaged and some deck gear was lost overboard, but *Solitaire* was otherwise undamaged. The last 10 days of the passage were uneventful and featured the best sailing of the trip. But given my injuries, it was hard to truly enjoy.

My plans are to take a long rest on shore, and then begin to work on all the small and not so small boat projects to prepare *Solitaire* for the Cross-Pac Race to Australia scheduled for June of next year. Anyone interested in sponsoring me?

— steve 09/05/02

Reflections — Esprit 37 Gene & Sheri Seybold French Polynesia (Stockton)

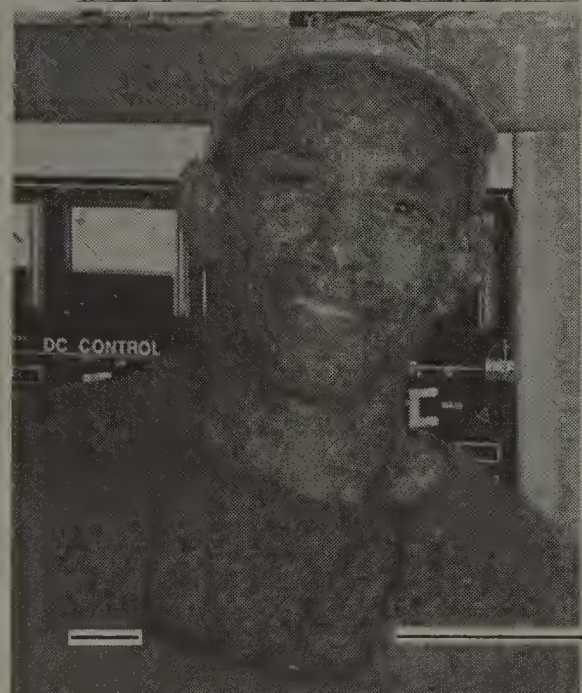
It's been awhile since we've written, but it's hard to sit in front of a computer when paradise is all around you. When we last wrote, we were still in the Tuamotus, having run out of beer, which was a major problem, and having a watermaker problem, which wasn't a big deal. Anyway, we left the beautiful atoll of Tahanea and set off for the 300-mile trip to Tahiti. We planned on a morning arrival after a two-day trip, but lighter than normal winds delayed our arriving at Papeete until after sunset — by which time the wind had kicked up to 25 knots. We didn't want to heave to and wait 12 hours for sunrise to enter the harbor, but we were a little concerned about a night entrance because just a week before the Island Packet 45 that we'd raced to the Marquesas had run aground on a reef. It cost them \$30,000 to be towed off. Yes, \$30,000 US. Apparently, their crew had fallen asleep while hove to waiting for dawn, and the boat drifted onto the reef. Fortunately, the boat survived with only minor damage.

When we watched a large cruise ship



enter the pass to Papeete, we figured if he could do it, so could we. The entrance is well-marked with range lights — which actually made it easier to enter than had it been daytime. By 7:30 p.m. — nightfall comes early in the tropics — we were safely anchored along the quai at Papeete, the only large town in French Polynesia. The hustle and bustle, as well as all the bright lights of the waterfront, were quite a change from what we'd experienced the previous four months.

We didn't plan on spending much time in Tahiti — actually, just enough for the replacement watermaker membranes to arrive and be installed. Of course, we had to officially check into French Polynesia, particularly since we were within eyesight of the Port Captain. However, we still hadn't paid the compulsory bond for all those not from the European Union. When we checked in with Immigration, the first thing they told us was that we had to pay the bond. We explained that we were only waiting for parts, and that we planned to check out as soon as they arrived. It worked! Although we had to make a few trips back to their office, we managed to avoid paying the \$900/person bond — of which a couple hundred always disap-



LATITUDE/ANDY

IN LATITUDES



ALL PHOTOS BY SHERI SEYBOLD

Spread; Friends of the Reynolds pass through a reef in French Polynesia. Not all boats were so successful at it. Inset left; Gene, enjoying the Polynesia ambiance. Inset right; Beautiful Moorea.

pears before you get any money returned.

That done, it was time to see civilization again. McDonald's was the first thing on the agenda! We satisfied our Big Mac craving, and were surprised they only cost \$6 US — not the \$10 US that we'd previously been told. In fact, we were somewhat surprised that many items in Tahiti weren't as expensive as we'd been led to believe. For example, after some investigation we discovered that by exchanging bottles we could lower the cost of a half liter bottle of beer to about \$1.50 US. That's a far cry from the 28-cent cans of beer in Panama, but much better than \$2 for the 11.5 ounce can. The big surprise was the reasonable price of New Zealand beef and lamb. Rib steaks and T-bones were about \$4/lb, and the quality was every bit that of U.S. beef. Lamb chops, which are so expensive in the States, were less than \$2/lb. And we hadn't seen lamb in nearly three years! So what was everyone complaining about? Bacon, for one thing, which was still about \$7 for just a two-ounce package — \$56 US/lb.

Then we made our way to the vegetable

section. Ouch, were they expensive! Yes, tomatoes are \$1/each as advertised. We'd been told that strawberries were also a buck each. Nonsense, they were only 90-cents each! But they were huge and beautiful, and came from California in their own little plastic containers. In fact, the California strawberries for sale in French Polynesia were more perfect than any we'd seen in California! Every kind of fruit and vegetable that you can imagine is available in Papeete, but most of them cost more than beef. Asparagus, for instance, was \$12 US a pound. Needless to say, we didn't eat much asparagus or strawberries.

One day Sheri went to the local farmers' market in downtown Papeete. Having been buying the inexpensive beef, she saw a whole chicken and decided to buy it. After taking a few seconds to work the exchange rate from Polynesian *francs* to dollars, she discovered the chicken cost \$16! What the hell, she bought a \$5 cantaloupe to go with it. We later learned that the imported frozen chickens are more reasonably priced. Although some items were expensive, we'll say this for the French — they know how to eat. Everything you could possibly want was avail-

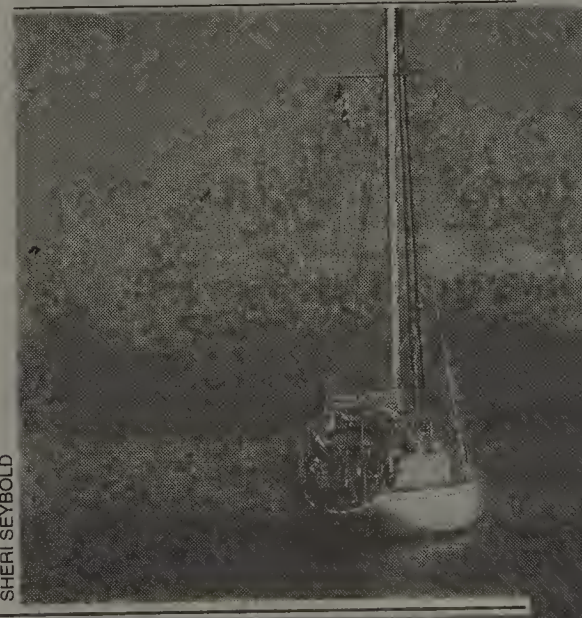
able — for a price!

As we were waiting for the watermaker parts to arrive — it took less than a week — two more boats went onto the reef outside the harbor entrance. These two boats — only one of which was insured — didn't fare as well as the Island Packet 45. The owner of the first boat, which was uninsured, was so sure that his boat would be pulled off and recovered that he didn't take anything off her. But just 45 seconds after being pulled off, she sank in 200 feet of water. As if losing an uninsured boat wasn't bad enough, he had a \$20,000 towing bill to pay — but nothing left but the shirt on his back! The owner of the second boat took the time to completely strip everything from his boat before having her pulled off. It didn't make any difference, as she also immediately went to the bottom.

That brought to seven the total number of boats that we know have been lost in French Polynesia this season. It seems nearly all of those lost were the result of some form of inattention on the part of the owner(s) and/or crew. Although the passes into the lagoons can be tricky, it's not that hazardous if you pay attention. But there is a heavy price to pay for not double-checking charts and one's position when near coral reefs, for in battles between fiberglass and coral, the latter always wins.

A day after our watermaker parts arrived, we got them installed and the unit working again. So we went down to Immigration, the Port Captain, and Customs for our final check out. There was no problem, as we got our passports stamped, all our paperwork completed, and a permit to buy duty-free diesel fuel — which is

When it comes to spectacular cruising vistas, few in the world can compare with the one of Moorea from Papeete.



SHERI SEYBOLD

CHANGES

60% off the regular price. With the freezer once again full of meat, we topped off the tanks and jerry cans, and left the next day for the island of Moorea. Now that we were checked out of the country and had no more paperwork to do, we'd have plenty of time to see the rest of the islands.

It's only about 12 miles from Tahiti to Moorea, so you can easily see one island from the other. We think Moorea is the most beautiful island in French Polynesia — the dramatic walls and canyons, and the beautiful lagoon inside the reef makes it almost perfect. The anchorages at Cook's and Opunoho Bays are probably the most photographed anchorages in the world — and for good reason. Words can't quite describe how lovely they are, and photographs don't do them justice. We did a fair amount of diving at Moorea, but with so many tourists the dive sites weren't pristine.

Our next passage was an overnight trip to the island of Huahine. There was something very different about this night trip, specifically, there were boats just about everywhere. We had to pay close attention as we hadn't seen so many boats since we left Panama. The Society Islands are never more than an overnight trip apart from each other, which explains the large amount of boat traffic.

Huahine doesn't attract as many tourists as the other Society Islands, and is therefore more laid back. It would be our choice if we were going to the Societies on a vacation. We anchored at the southern end of the island in the clearest water we've seen so far. If you dropped a coin in 45 feet, you could tell if it landed head or

You can get anything you want at the big market in Papeete — but you'd better be ready to pay beaucoup bucks for some items.



Spread; Bora Bora, generally considered to be the most beautiful from a distance. Inset left; Over-the-water hotel rooms. Inset right; Sheri provisions 'Reflections' for the next leg.

tail up. The island has beautiful white sand beaches, and the people were very friendly. We stayed for about five days before making the daysail to Raiatea and Tahaa.

These islands are unique in that they share the same barrier reef, but are separate. There were an incredible number of sailboats in the lagoon, mostly because The Moorings operates a charter fleet out of Raiatea. If anyone were thinking of chartering a boat in French Polynesia, this would be the place, as you're just a daysail from the most beautiful islands in the world.

We did a three-hour circumnavigation of Tahaa, one of the few islands you can circumnavigate inside the barrier reef. Then we anchored off the beach of a brand new hotel that featured those cute little bungalows built on stilts over the water. These are very attractive, and have a glass floor under the glass table so you can view the sea life while having breakfast. Very, very nice. And only \$840 a night — which is about 55-cents a minute. We forgot to mention that lodging and dining out are also very expensive in the outer islands.

We then made our way to Bora Bora, for what we expected to be our last stop

in French Polynesia. Bora Bora is so famous, and so much is said about its beauty, that there is little wonder that we were disappointed. There were tourists everywhere, and the local people seemed just a little less friendly than at other places. Everything on the island was more expensive, and restaurant prices were astronomical. It is, after all, the playground of the rich and famous — and the swimming pool of the homeless and unemployed cruiser. We also found more trash left around, both on land and in the water. Don't get us wrong, Bora Bora is beautiful, but with so many other choices available, it's not where we'd spend \$5,000 to get away.

The anchorages at Bora Bora aren't the most inviting. Basically, you can either anchor in nine feet of water or 90 feet of water. If you anchored in nine feet, it didn't leave much room for error if the wind picked up. If you anchored in 90 feet, you probably didn't have the proper scope

PHOTOS COURTESY REFLECTIONS



Bora Bora had one thing that none of the other islands had — real bacon from Canada in one pound packages. It was the thing dreams are made of — at only \$4 a pound!

[Continued next month with a report from Mopelia.]

— gene and sheri 09/05/02

**Marna Lynn — Wauquiez 47
Joe Brandt and Jacque Martin
Sea of Cortez
(Alameda)**

We have been cruising for about 10 months now, during which time we have travelled over 3,200 miles. Before we start our tale, we'd like to pass along two tips to would-be cruisers.

First, make sure that your dinghy and motor are right for you. Prior to going cruising, we did lots of reading and took several seminars. At one of the seminars we were told to buy the largest dinghy and motor that we could. Stupid us, that's exactly what we did. We purchased an Avon 310 RIB and Honda four-stroke 15 hp outboard — which was a real mistake. There is nothing inherently wrong with the inflatable or the outboard, it's just that the 250-pound package wasn't right for our application. They are so heavy — even separately — that they are a pain in the ass to lift aboard and store. Yes, we have a hoist for the motor, but it's still difficult — and I'm 6' 4" and 260 pounds. Further, it was also difficult for Jacque to start the 15 hp outboard, which was an inconvenience — and could be a safety issue. So our advice is to buy the dinghy/outboard combination that you can handle as a couple.

Our other advice is to arrange to have as much shade as possible. We purchased a Shadetree unit to cover the aft section of our boat. Once we got to Mexico, we purchased another one for the forward part of the boat — and extended our bimini. It's so sunny and hot in Mexico — we only had four days of rain in 10 months — that the more shade you can create, the more comfortable you'll be.

We began our

trip by sailing beneath the Gate in October of 2001, and made the long-awaited left turn south. As we headed down the California coast, something different broke every day. The new things broke because they were new, and the old things broke because they hadn't been used much. Thankfully, we had planned some spare time in our schedule, and spent 10 days in San Diego taking care of all the repairs.

In late October we joined over 100 other boats to sail to Cabo as part of the Baja Ha-Ha. Our crew included long time sailing buddy Ron Franck, and Jacque's 87-year-old father, Col. T.I. Martin (U.S. Army ret.). The Colonel received an award at the final ceremony for being the oldest participant. We had a great time on the Ha-Ha, as the Grand Poobah did a great job of organizing the event, and we met many other new cruisers on our way to Cabo. We're really glad that the Ha-Ha was the first step in our cruising plans.

After a short stay in Cabo San Lucas, we stopped at Los Frailes and Muertos anchorages on our way north to La Paz and the Sea of Cortez. Our crew headed home after our stay in La Paz, at which time we pretty much made a beeline for Z-town, with short stops along the way at Mazatlan, Banderas Bay, Ipala, Chamela, and Manzanillo. By the time we reached Z-town — which is about 1,800 miles south of San Francisco — we were ready for a rest.

We stayed in Z-town for three months. The first month we had visitors, then we took Spanish and guitar lessons. Finally, we got involved with the clean-up of the local indigenous school, and Jacque,

In this Sea of Cortez, you'll find many isolated anchorages, such as this one at Isla Santa Catalina.



for secure anchoring. We opted to anchor in 90 feet. When it came time to raise the anchor, it naturally wouldn't come up. After about an hour of futile attempts, I donned snorkel gear to have a better look. I could then see that we had dropped the anchor in sand, but while pulling it up we must have dug it close to the only coral head on the bottom! So I put on my dive gear and made a quick dive to 90 feet to retrieve the hook. I was surprised to find our anchor standing straight up, with the majority of it stuck inside a hole just big enough for it to fit into! It looked as though someone had placed it in there. Oh well, the anchor came free — after a little bending.

Our next stop was the Bora Bora YC. We were expecting a yacht club, but it was just a restaurant. We had a couple of boat projects to do, so we stayed out front for a couple of nights. On our last night, the wind blew up to 40 knots, and once again we found ourselves anchored in 90 feet of water with 300 feet of chain out. We lacked protection from the swell and discovered that we were moving just a little. Not really dragging, just slipping a bit. At least

CHANGES



MARNA LYNN

There are many pleasant aspects of cruising Mexico. Joe and Jacque show one of them — drinking beer while relaxing in the warm ocean.

along with Diane from *Gemini*, led a small contingent of cruisers in participating in one of the first clean-ups of Zihuatanejo Bay. The clean-up was part of a local environmental group's efforts to take better care of the bay and beaches. We also had a great time taking a couple of local excursions, including the Jungle Tour in Trancones and a wonderful kayak trip with Zoe Kayak Tours in Potoci.

After our extended stay in Z-town, we slowly headed north in early April, stopping at Barra de Navidad, Tenecatita, Chamela, Banderas Bay, Chacala, and Mazatlan, before continuing across the Sea of Cortez to the Baja side. One of our most memorable stops was at Chamela. As we were walking down the 'main' street, we noticed a wonderful aroma coming from a three-table restaurant called *La Compesina*. Margarita — who is the owner, waitress, cook, and dishwasher — serves breakfast and lunch in the three-table restaurant, but there's only one item on the lunch menu. But it changes each day. After getting acquainted with her,

Despite handling all jobs in her three-table restaurant in Chamela, Margarita still had time to give cooking lessons.



MARNA LYNN

Jacque — and Cynthia from *Reaching Deep* — talked Margarita into giving them some of her recipes. The only catch was that Jacque and Cynthia 'had' to watch her cook the dishes. This, of course, meant that we ate at Margarita's for three days in a row. So Dave, also of *Reaching Deep*, and I sipped on cold beer while Jacque and Cynthia learned some great authentic Mexican recipes.

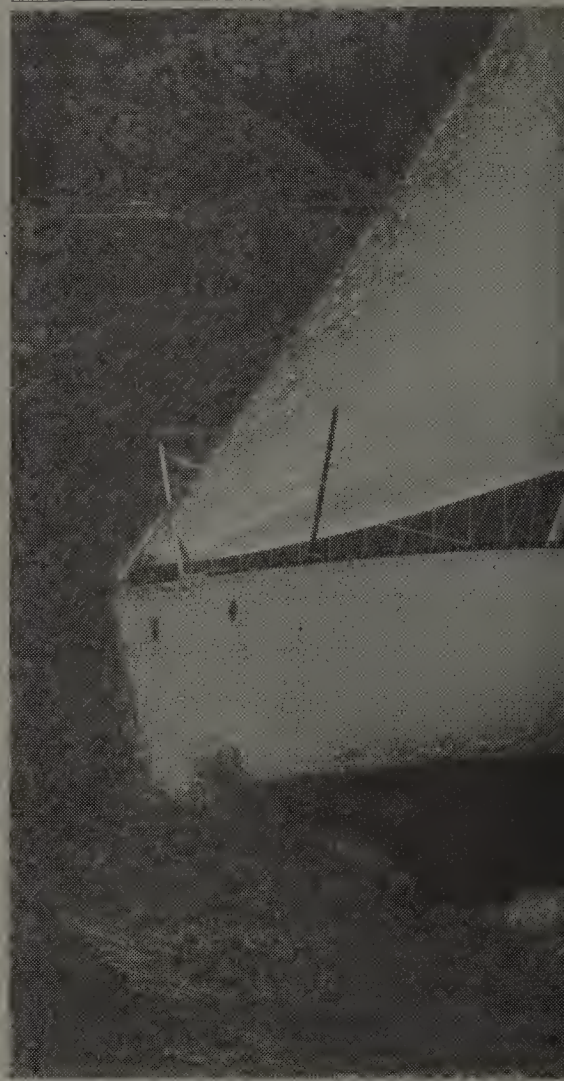
We really enjoyed the Sea of Cortez. Although the anchorages on the Mexican mainland are great, the anchorages in the Sea of Cortez are truly wonderful. They are remote, quiet, and usually had clear warm water for good snorkeling. We particularly enjoyed Aqua Verde and Isla Coronado. Les and Diane of *Gemini* also introduced us to the world famous Aqua Verde YC.

Like many other cruising couples who have written in, we feel that the best part of cruising has been meeting other cruisers and making friends. The cruising community is small but extremely caring, and we appreciate all of the help and encouragement we've received along the way. It's a great feeling to be a part of this community. One of the many things we enjoy about Mexico is that the people are so friendly and courteous. Even the dogs in Mexico are docile. It's the only country in which we've traveled where the taxi drivers actually stop to let you cross the street.

One of the more unpleasant things about Mexico is the check-in/check-out process, which is lengthy and expensive. We paid about \$600 US in total fees during our stay. While all the port captains were helpful and courteous, in most cases the process takes half a day and is very annoying. Philosophically, one of the major frustrations is that no other mode of transportation is required to pay similar fees or go through such a complicated process. We can't imagine the Mexican government requiring folks in cars or RVs to have to do the same as people with boats. We are certainly not advocating that everyone else should have to go through the process, only that the rules be made the same for everyone. We understand that this situation will probably not change soon, which is a factor in our deciding to head south to Central America next spring rather than stay in Mexico.

— Joe and Jacque 09/05/02

Joe & Jacque — We're glad to hear your comment on your dinghy and outboard, as we've been among those who've advocated that bigger is better when it comes to inflatables and outboards. For couples, we suppose it should be 'as big as both can



comfortably handle'.

As for your itinerary, it's the one we'd recommend — the Ha-Ha, a quick poke into the Sea of Cortez, short stops on a trip to Z-town, lots of time in Z-town, slowly retracing steps back up the mainland coast, then a good bout in the Sea of Cortez — to folks who have a year for Mexico.

Wildflower — Wylie 28

Skip Allan

Singlehanded Back From Hawaii (Capitola)

After a pleasant two weeks anchored at Hanalei Bay, Kauai, *Wildflower* and I set out for the mainland at dawn on August 13. The weatherfax prognosis was good, indicating light trades with a southeast slant. This allowed for excellent initial progress to the northeast, and after three days I was 250 miles further east than on previous passages home.

Two unusual aerial events occurred during this time. The first was the landing of two blue-footed booby birds on the bow pulpit. I have no idea how these feathered hitchhikers managed to hang on all night in eight-foot seas with web feet, but they were still there in the morning. The other bemusement was the apparent at-



LATITUDE/ROB

After tens of thousands of cruising miles and winning overall honors in the West Marine Pacific Cup, Allan's economical 'Wildflower' is a proven 'racer/cruiser'.

traction of flying fish to the amber strobe light I was running on the stern. In the morning the cockpit looked like a train wreck of flying fish.

Four days north of Kauai, the wind began to go light, and I began motorsailing to the northeast. Usually, the motorboat portion of this passage doesn't begin so early, and my 25 gallons of diesel began to seem a bit on the thin side. On August 18, I captured a small glass ball and marveled at how the resident crabs find these floating homes. By now I was doing pactor e-mail through a Ham operator in Redondo Beach.

On August 20, a week into my trip, I was 853 miles northeast of Hanalei, with 1,550 miles to go. The water temp was 85° and I was burning .1 gal/hour of fuel, an economical rate of powerboating. I stopped several afternoons for a swim, found a nest of wayward ball-point pens under the engine, and saw a full cream-colored 'moonbow'. I also very much enjoyed reading *River Horse*, the story of a modern day voyage across America by

river and canal.

On the 22nd, I sighted *El Tiburon*, another Pacific Cup returnee, about five miles ahead. They had departed Hanalei two days earlier than *Wildflower*. Simultaneously, I sighted a large sperm whale nearby. This same whale had surfaced a few minutes earlier alongside *El Tiburon*, tripping their depthsounder alarm. Later that afternoon, I tucked *Wildflower's* bow under *El Tiburon's* stern, and Michael and Rory tossed over fresh baked bread and sticky buns from their seagoing bakery!

The next day I passed a large log — about 30 feet long and three feet in diameter — and soberly reflected on what might happen if a small boat or ULDB hit such a hazard.

By the 24th, I was experiencing large, confused seas from hurricane *Fausto*, which was centered well to the south. I also passed through 38°51'N x 143°55', which I figured meant that I was halfway home — and still had 60% of my 25 gallons remaining. I was passed by a west-bound container ship, which altered course to my windward side, but at a quarter mile was still too close. As I was becalmed in his lee, the officer on his bridge radioed, "So don't worry about it." I silently cursed his cavalier attitude and risky shiphandling.

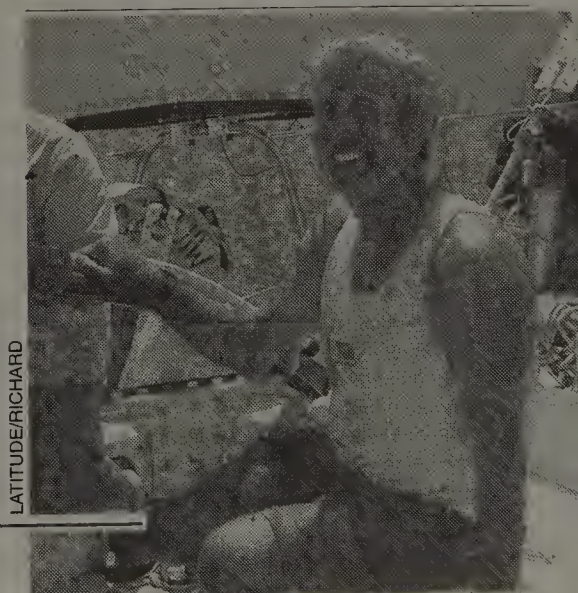
On the 26th, I had a good sailing breeze from the southwest, as I was fortunate to be going over the top of the Pacific High. At noon I was at latitude 38°41'N, which was as far north as I was to go — and not nearly so far as the latitude of Portland, Oregon, where I had turned two years previously. My average speed was now 5.4 knots, and as I sailed over the top of the High, the wind slowly clocked from the southwest to the northwest.

I jibed onto port with 650 miles to go, knowing that the remaining obstacle was strong northwest winds between my position and the coast. These winds live between 125-130° west longitude in what I call 'gale alley'. By the night of the 29th, I was in 25-35 knots of wind with 15-ft seas, reaching along under staysail and #3. During a lull, I set the main with the triple-reef, which seemed better in the troughs where the wind would go light. This gale lasted for two days. By the 31st, the wind and seas had died, and with 100 miles to go, I began to motorsail again, with an escort of hundreds of porpoises.

Just 20 miles out of Santa Cruz, with fog and darkness setting in, I spotted a drifting powerboat a quarter of a mile to windward. I didn't want to see her crew waving for assistance, but they did. So I tacked back. They had run out of gas. I radioed the Coast Guard and Vessel Assist, both of which replied that all their "resources were occupied" and that I was "their only hope." So I took this 24-foot outboard under tow, which cut my speed for the last few miles from six knots to 3.6 knots. Five hours later, we entered my homeport of Santa Cruz Harbor, to the welcoming reception of my excellent friends Robin, Viola, and Denis.

All told, *Wildflower* and I had sailed 2,450 miles in 18 days and 12 hours, for an average speed of 5.5 knots. Two years

Skip poses with the tiller that he hardly held on the way home. The Sail-O-Mat windvane drove 95% of the time.



LATITUDE/RICHARD

CHANGES

previously, I had sailed 2,800 miles at a 5.8 knot average in 20 days. My best day's run was 154 miles, my worst was 89. The Most Valuable Player award went to the Sail-O-Mat windvane, which steered 95% of the time without complaint or hesitation. Special thanks also to Joe Buck for maintaining a daily Ham radio schedule and e-mail report to friends on our progress.

— skip 09/09/02

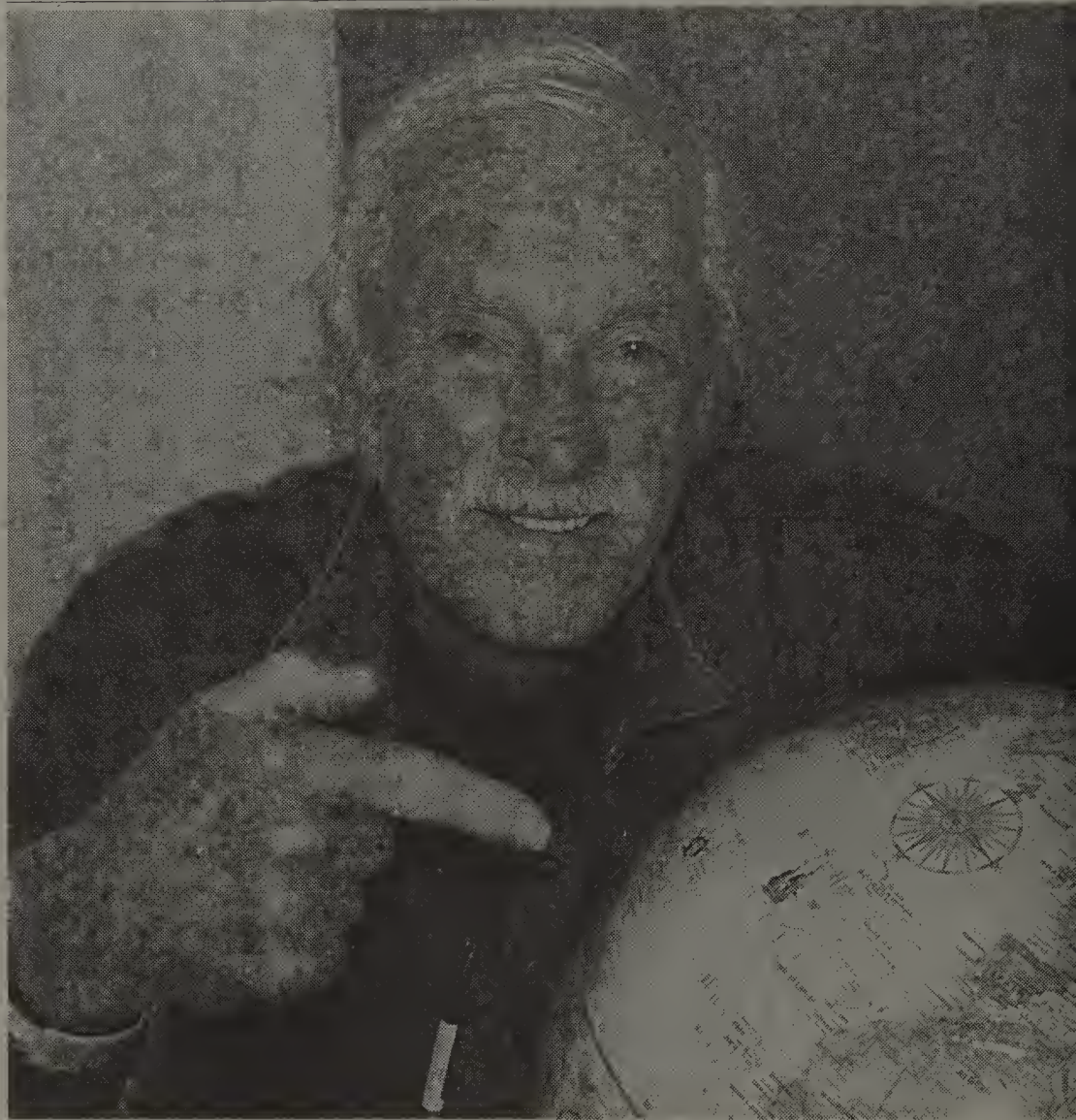
Readers — As most of you will remember, Skip, aided by crew Tad Palmer, sailed Wildflower to first overall in July's West Marine Pacific Cup from San Francisco to Kauai. Allan tells us his budget for the race and trip back was \$6,000. If you have big cruising dreams but just a little money, Allan and his modest but capable boat — which have done 60,000 ocean miles — should be inspirations. You can buy a near sistership, with a new diesel engine and huge sail inventory, for less than \$10,000.

**Maude I. Jones — Custom 46 Sloop
Rob & Mary Messenger
Aussie Cruisers Robbed
(Sacramento)**

We personally have never had any dealings with pirates, and we've been out cruising since the first Ha-Ha nine years ago. But now our Aussie friends Bas and Roz Dolkens of *Spirit of Witchwood* report that they have. They had been out for three years and were about to head back home from the Philippines when they sent the following email:

"Some of you may be unaware that we were boarded and robbed while anchored just south of Buka Passage, Bougainville, Papua New Guinea. A pack of five bastards armed with what Roz says were semiautomatic weapons came aboard. I thought they had machine guns, but I don't watch *Rambo* movies, so I wouldn't know for sure. They stole about \$10,000 U.S. of gear and equipment, including most of my clothes, but none of Roz's. They also took food, beer and wine, a computer, printer, scanner, cameras, binoculars, seven of our 11 life jackets, and other stuff. They did, however, leave all the sailing equipment so we could depart quickly and not create problems for them with the authorities. Neither of us was injured and our boat was virtually untouched. When they were about to leave, I demanded they give some of the food back because we had a long way home and no money with which to buy food. So they handed back a crate with breakfast cereal, EasyYo Yogurt, and two flasks of Tanduay Rum. Hic!

"We believe that the 'robbery' was orchestrated by the local authorities acting



on false information that we were carrying a shipment of guns. Rather than search us officially and confiscate the imagined guns, they recruited four thugs to board us. The fifth guy was obviously a local official. He may have been Police or Customs, it doesn't matter, as they are all crooks in this 'developing nation', having received their training from the politicians that 'led' them. The four thugs were permitted to rob us as payment for their part in the operation, but had strict instructions on what they could and could not take. If we had been carrying guns, the officials would have made a far greater profit by taking them rather than by officially confiscating them. If we didn't have any guns — as was the case — we would be on our way, with no problems or consequences for them.

"Anyway, we are alive and getting over the trauma. We expect to head for Oz about September 20 with the full moon, but it all depends on the weather."

We hope everyone has a great winter cruising season, and nothing to do with pirates, government or otherwise.

— rob & mary 09/15/02

**Caracolita — Westsail 32
Henry and Nicole
Visiting Cuba
(Isla Mujeres, Mexico)**

Never fully trust aids to navigation. As we approached the south coast of Cuba from Grand Cayman, we looked for the Cayo Largo Buoy and a lighthouse located on a small island a mile behind it. We never found the lighthouse, as it had been unrooted and destroyed by hurricane *Michelle*. Eventually, we did find the buoy — up in the sand five miles out of position. It had also been a victim of *Michelle*. The area had been devastated by the 150 mph winds several months before, and was further damaged by the storm surge that followed. But by the time we arrived in the spring of this year, most of the damage was cleaned up and repaired, and the marina was open for business.

Soon after we arrived, a large contingent of very friendly officials — and two dogs wagging their tails — gathered on the dock. One dog specialized in sniffing for drugs, the other for arms and ammunition. After accommodating the whole

Ivan The Terrific

People enjoy their 'golden years' in different ways. According to Ivan Rusch of Moss Landing, the keys to a long and healthy life are: 1) Staying active; 2) Living on the edge; and 3) Being a little bit crazy in a good way. So when he turned 75 two years ago, he bought a 31-ft wood sloop and took up ocean sailing. Along with his 23-year-old crew R.J. Trippicio of Oregon, the two of them sailed down the coast to Panama, up to Florida and Cuba, across the Atlantic to England, and finally to Sweden and Denmark. That was just in the first year. He's headed back to his boat in Denmark now, to sail down to France and the Med coast of Spain.

We'll have more on Ivan — who we don't think is so crazy — in the November issue.

LATITUDE/RICHARD

time. Only an occasional fishing boat or cruising yacht stops by. The next morning, however, brought a 60-foot Beneteau from France, two 40-foot German charter catamarans from Cienfuegos, a 35-foot German cruising sailboat, and a 20-foot catamaran from Switzerland. That night the wind freshened moderately, so soon the entire group was bouncing wildly in the sweeping light of the powerful beam and under a starry Caribbean sky.

We'd come here to Guano del Este because we were told that this is where the largest lobsters in the Caribbean homestead. After two days, we were the only sailboat left. Later that day we came into possession of four gigantic — more than two feet long — lobsters. The last time we'd eaten lobster was almost a year before, at Turtle Bay, Baja. We ate so much lobster while in Turtle Bay that it took us a year to develop the craving again. Cruising is like that; when you finally get something, it's usually too much.

— henry and nicole 09/01/02

Seeadler — Valiant 40 Ingo & Espie Jeve The Med (Alameda)

We are currently back in Berlin trying to make my sister as comfortable as possible, as she has terminal lung cancer. We haven't written in a long time, so I figured we'd report on our cruising through the Med last year — meaning 2001 — and our thoughts about being on our boat on September 11. Our boat is currently in Kemer, Turkey. Here's the report from last year:

For seven months our home had been Gaeta, Italy, which is northwest of Naples and southeast of Rome. It's also home to a large U.S. Navy facility. We finally motored to the island of Ischia, which is just off Naples, where we found a great anchorage for the northeast winds under a *castello*. We stayed on one side of the *castello* until the wind moved to out of the southwest, at which time we had to move to the other side. The wind blows from all directions in the Med. It was still a bit rolly, so we left our boat and took the ferry for a daytrip to the famed island of Capri, which is further down the Bay of Naples. Capri was all right, but nothing to brag about.

We left Ischia with a full moon on May 8 for Palermo, Sicily, and had a nice cross-

ing. During the night, two swallows landed on our boat — and one even briefly perched on my head! We didn't see them the next morning, but a few days later found one of them dead between a couple of our books. Palermo is Palermo, and we were lucky to find a spot in the Cala for \$33 per night. It would have been fine if the sewer hadn't smelled so bad. Palermo started to look better to us on the second day, after we'd gotten some rest. We took a tour of the opera house, where a Japanese tourist informed us that a big shooting scene had been filmed there for the *Godfather*. We bought our first fresh swordfish in Palermo, and Espie prepared a delicious dinner.

Life was good as we made our way to Cefalu, Sicily, where we anchored for a week. One night it blew to 45 knots, so we were lucky to be hooked to the bottom with our new German-made 26-kilo Buegel anchor, which really held well. I also like the looks of the Spade, another new type of anchor. Our next stop was Port Rosa Marina, a terrific place that cost 85,000 lire a night. That sounds like a fortune, but it's wasn't that much. As of the first of this year, of course, everything is in Euros.

While at the big city of Reggio Calabria, on the Italian side of the Strait of Messina that divides Sicily from Italy, we visited the National Museum. They have two 2,500-year-old bronze statues that are six feet tall and look very lifelike. About 30 years ago a diver found them in 25 feet of water about six miles from the marina. If you're ever in this area, they are a must see. We spent eight more days at Rocella Ionica Marina, which was free because it hadn't been completed. Unlike most places in the Med, it had floating docks. While we were there, Sicily's Mt. Etna erupted. Although it was only 60 miles away, we couldn't see anything.

Ingo and Espie visited beautiful Capri — famous as a place for Italians to put on airs. The couple weren't overly impressed, however.

group in the cabin of our 32-foot sailboat, the officials proceeded to generate and then stamp a pile of official papers. The height of the pile would have made any self-respecting bureaucrat proud. Fresh water and electricity were available at the dock, as well as a large supply of mosquitos — some of which were almost as big as small birds. So we retreated to the safety of the anchorage, where breezes kept the mosquito attacks to a minimum.

The Cayo Largo area is spectacular, with a beautiful sand beach, good snorkeling and fishing, and milky blue water that somehow blends in with the sky. With just a little help from a few Cuba Libres, it's not uncommon to see mirages.

Several days later we sailed on to Guano del Este, a huge Russian-built lighthouse that resembles a rocket ready to lift off, and anchored in 20 feet of water. The island's population consists of two lightkeepers, three goats, a pig and a dog. They are always happy to see new faces, partly because the keepers stay on the island — which is 80 miles from the Cuban mainland — for three months at a



CHANGES

After a nice 36-hour full moon crossing of the Adriatic Sea, we made our first stop in Greece at Isla Levkas. The long trip made us feel as though we were cruising again. After staying for four days, we headed past Skorpio Island, which is owned by the Onassis family. Inspired by a Swedish couple we met at Rocella Ionica who had caught a swordfish, we put out two lines. With Espie on watch at 2 a.m., it was "fish on!" I got up as fast as I could to fight our fish, and put my thumb on the reel while we were beam reaching at six knots. That was a bad idea, and I still have a scar. Sadly, the 300-ft line snapped and we lost the lure and everything. It turned out that our 'fish' was a plastic bucket. There is a lot of plastic floating in these waters.

After a stop at Nidri, Greece, we were glad to hear that the strike at the Corinth Canal had been settled, which meant that we didn't have to sail around the Peloponese Peninsula. The three-mile long Corinth Canal is a marvel of human endeavour, as it's cut through 300 foot tall sandstone. Our transit cost \$100. We continued to Mesolongia on the island of Trisonia, where we found another half-finished marina with water but not much ambience. After four days we left for Etea, which had another free marina and is close to the 2,000-year-old town of Delphi. We enjoyed wandering through the streets, imagining how life must have been back then. I found a very good replica of a Grecian helmet there made out of bronze, so we're carrying it onboard until we settle down again some day.

We continued on to Salamina Island, which was a convenient place to anchor for catching the ferry to Athens. We found the Acropolis to be a beautiful sight. To get from Athens to Turkey — about 150 miles — we had to cross the Aegean dur-

Feeling light-headed? Delos, just a couple of miles from Mykonos, has some of the most extensive ruins of the Ancient World.



LATITUDE/RICHARD

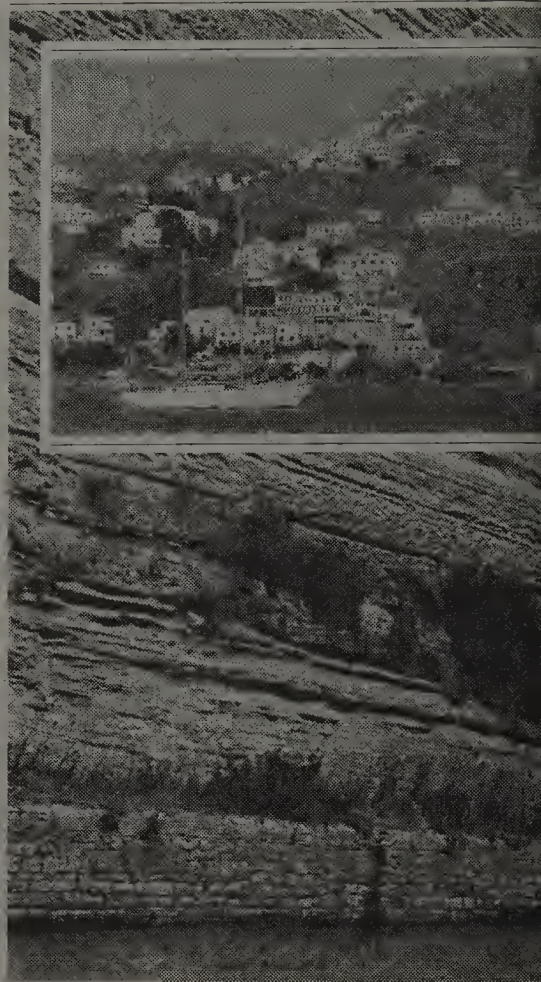
ing the season when the dreaded *meltemi* winds were likely to strike. On our first two legs to Kea and Sirus, there wasn't any wind at all. While at Sirus we found evidence that we had a mouse aboard. We tried 11 traps during a period of two weeks, but had no luck. So I got some rat poison at Sirus, and after five days found a dead mouse.

During the *meltemi* season in the Aegean, it's really helpful to get good weather reports. We always listened to Tom on *Starboard Home* on 8104 at 8:30 a.m., as he really put his heart into his weather forecasts. After 10 days on Sirus, we left for Mykonos in a light breeze. During the last hour of our journey, however, we had 40 knots or more. It was no fun, and we basically just waited out the blow at Mykonos for two days.

Patmos, which has a great anchorage at the southern end, was our favorite island of the Cyclades. We rented a motorscooter and took a trip around the island, enjoying the fantastic views. Leros was our next stop where, like almost always, we anchored out. It's easy to do in most of Greece. We carry 135 gallons of water, but since we only use three gallons a day, we can go a long time before needing to put into a marina to fill up again.

After Greece, we were looking forward to Turkey, a new country with new people — 85% of whom are Muslims. Our first stop was Datcha, Turkey, which was a pleasant surprise. The people were friendly, honest, and helpful, and there were lots of interesting places in the vicinity. From Datcha we made a daytrip to Orhaniye Bay, where we dropped the hook for 45 days — and were never bored! What a perfect spot, as we could catch a mini bus for \$1 for the 40-minute ride to the 'big city' and yachting center of Marmaris. Once you're in Turkey, the cost of living is very low.

We were anchored in a peaceful bay in Turkey on a beautiful September 11th when we heard about the terrorist attacks on New York and Washington. We had to ask ourselves if it was really 2001 or if we were back in the 12th Century fighting another Holy War. In this day and age we have been to the moon, yet the world is in turmoil because of a despicable act of cowardliness in the name of Allah. We were so overcome with grief and pain that we had to leave our boat and seek comfort aboard a French boat. I, Ingo, am originally from Germany, and Espie is from the Philippines. Perhaps more than most, we are very, very glad that the world has a country like the United States. We



both love America, and what it stands for. The terrorist attack was not only against America, but all the countries in the modern world. We, the 'Modern World', did not get where we are by sitting on our butts or trying to roll time back 400 years, but by moving forward. And we will continue to do so.

Kemer Marina in Antalya, Turkey will be our homeport for the next six months while we explore the interior of Turkey. Our surroundings here at Kemer are breathtakingly beautiful, with a 9,000-ft high mountain in the background.

If anyone is thinking of bringing their boat to Europe, the paperwork can be a hassle. It used to be that we could only stay in European Union waters for 12 months, after which we'd have to leave — if only for one day — or we'd be liable for Value Added Tax. More recently, it's been changed to 18 months before we have to leave for a day. It's very inconvenient, to say the least, but with some creative paperwork we were able to work around it.

Clearing is very inconsistent in Greece. In some places, they asked for a cruising fee of \$100, but in some places they didn't — which we preferred. At Ikea, the Coast Guard guy came down immediately and demanded that we see him in his office. We looked and looked for his office, but could never find it. After three days we



PHOTOS BY LATITUDE/RICHARD

Spread; The very steep sandstone cliffs of the Corinth Canal. Inset; A scene typical of many anchorages at Greek Islands.

gave up and left — at 4 a.m.

— ingo and espie 9/05/02

Scarlett O'Hara — Serendipity 43 John & Renee Prentice Quick Baja Bash (Southwestern YC, San Diego)

In the August *Cruise Notes*, you were skeptical about a report that we'd done a Mazatlan to San Diego 'Baja Bash' in 5.5 days. We wish we could have done it that fast! We did leave from Mazatlan, but the 5.5 days was from Cabo San Lucas to San Diego. *Scarlett* is fast, but not that fast!

Why head back to San Diego? After 20 months of cruising, we were sure we wanted to continue on to the South Pacific, but knew that our 21-year-old Pathfinder diesel was not up to the task. So we made the hard decision to return to San Diego to replace the engine, get a new main, another solar panel, and some other stuff. Our plan is to work for two years to pay for all the new stuff and then head back to Mexico in the fall of 2004. We want the opportunity to get to know the cruising fleet before we leave on the 2005 Puddle Jump.

After a great bon voyage party with our good friends aboard *Gemini*, *In The Mood*,

Maverick, and *Alouette de Mer*, we set off from Mazatlan on May 18, heading for Frailes, which is north of Cabo on the Sea of Cortez side of Baja. We always hope to sail, but the wind died after an hour. Thankfully, the seas were calm and good for our motorboat ride.

During the crossing, we checked into both the Amigo and Southbound nets. We also found that Ed on *Siesta* was running a net for boats in the Pacific that were headed to Hawaii. Don from *Summer Passage* was analyzing weather and providing routing guidance to those boats. John had gone to the Marquesas this spring aboard *Final Straw*, and Don had routed them flawlessly. When we asked, Don agreed to add weather info and advice for the outside of the Baja to the nightly net.

On the 22nd, Don told us to go, so we left Frailes at midnight, which allowed us to fuel up at Cabo and still get around Cabo Falso at 7:30 a.m. We immediately felt the air temperature drop about 20 degrees, but the wind was only about 15 knots. Thankfully, I had made solid Sunbrella side curtains that attached to our dodger, so our cockpit remained cozy and dry. As we continued north of Cabo Falso, I got very nervous, dreading the ever present wind and nasty sea conditions. But to my surprise, the wind was less than 20 knots and the seas, while lumpy, were not too bad. *Scarlett* motored along doing well under a single reefed

main.

To our amazement, we never had more than 20 knots of wind to Turtle Bay, which is a little more than halfway to San Diego. The four hours we spent refueling at Turtle Bay was our only stop of the trip. As many Baja veterans know, Ernesto 'the fuel guy' is a delightful, resourceful, and somewhat shady character. He's also the only game in town when it comes to getting fuel delivered. Ernesto seems to understand English perfectly when you tell him how much fuel you need, and he has no trouble telling you that he needs to be paid in advance. The language problem only seems to come up when you ask for change! We ended up paying about \$3 U.S. per gallon. We were nonetheless happy to be on our way again.

Don, our weather router, wisely encouraged us to push north, warning that a front was moving in that could bring rain, wind, and seas. As luck would have it, the front stalled, allowing us to make it into San Diego without experiencing any really adverse conditions. We were really lucky to have had such an easy bash, as lots of other cruisers experienced bad weather and had their boats damaged.

We were fortunate to have a slip waiting for us at the Southwestern YC, where we have been members for 26 years. Since our return, we have been visited by friends from *Passages*, *Priceless*, *Wishful Thinking*, *In The Mood*, *Alouette de Mer*, and *Maverick*, all of whom were escaping the Mexican summer. We have also had some good potlucks with fellow cruisers and yacht club members on *Pax*, *Magic*, and *Jubilee*. We also have kept in touch with our friends from *Utopia*, who sold her and bought a new *Utopia* in Florida to cruise the Caribbean this fall.

We can't say enough about the won-
Back in the '80s, 'Scarlett' was one of the most formidable racing boats, not only in the United States, but in international competition.



CHANGES

derful people we have met cruising. The friendships we made and the times we spent with our 'new' friends will remain the highlight of our trip. We look forward to returning to cruising and meeting more great people. We also have high praise for Don of *Summer Passage*, who goes to so much trouble and does such a great job of getting great weather reports to the various fleets. Thank you, Don! Just to let you know how much my husband respects Don, he told me that if Don told him to jump off a bridge, he would!

— renee 9/05/02

Cruise Notes:

A ray of hope for a **change in clearing procedures in Mexico?** Jens Kolbowski — who we first met in the Sea of Cortez in the '70s when he was cruising his Alameda based *Cascade 42* — has an interesting report from the September 11 inauguration of the **Cruise Port Village Terminal** in Ensenada. According to Jens, the first speaker was Mike Power, a director of the parent company of the terminal operator. Power was emphatic that Ensenada had lost the Royal Caribbean Cruise Lines business because of — and

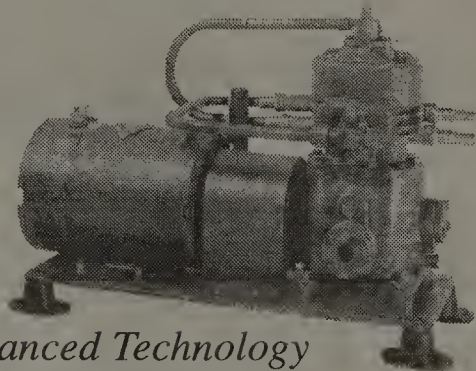
this will sound familiar to cruisers in Mexico — high costs, unnecessary paperwork, and ancient regulations. Power said that if progress continued to be made in remedying these problems, Royal Caribbean might return next fall. Next up was Leticia Navarro, Federal Secretary of Tourism — the person to whom *Latitude* readers have been emailing complaints about the clearing procedures for recreational boats. She mentioned that tourism in Mexico was down for the year, although up very slightly since July. Eugenio Elourduy, Governor of Baja, then got up to promise to help overcome the ancient regulations and eliminate unnecessary costs and paperwork for cruise ships. Battling clean-up was none other than Vicente Fox, President of Mexico. After asking for a moment of silence for the victims of the terrorist attacks that had taken place exactly one year before, he switched to English and said that 6,000 jobs in Ensenada depended on cruise ships, and he intended to do what was necessary in terms of lower costs and

less paperwork to bring them back.

If Mexican officials are finally getting the message that it's in their best interest to become better hosts to the cruise ship industry, perhaps they'll soon realize that it's also in their best interest to become better hosts to recreational sailors. Over the next month, we're going to try to come up with a plan to capitalize on Mexican officials' growing awareness of the problems. If you've got suggestions on how to do it, let's hear them. If, however, they are along the lines of blocking the harbor at Puerto Vallarta in protest, you'd better be willing to lead the effort with your own boat.

Hang on Harry! Earlier this year, we ran a *Changes* from Kirk and Catherine McGeorge of the Honolulu-based *Islander 37 Polly Brooks*, who while in Kuching, Sarawak two years ago, were thrilled to bump into Harry Heckel, Jr. of Norfolk, Virginia. Although 86 years of age, the energetic Heckel was in the middle of his second singlehanded circumnavigation aboard his 32-ft Tahiti sloop *Idle Queen*. Then, about a month ago, friends and relatives advised the Coast Guard that

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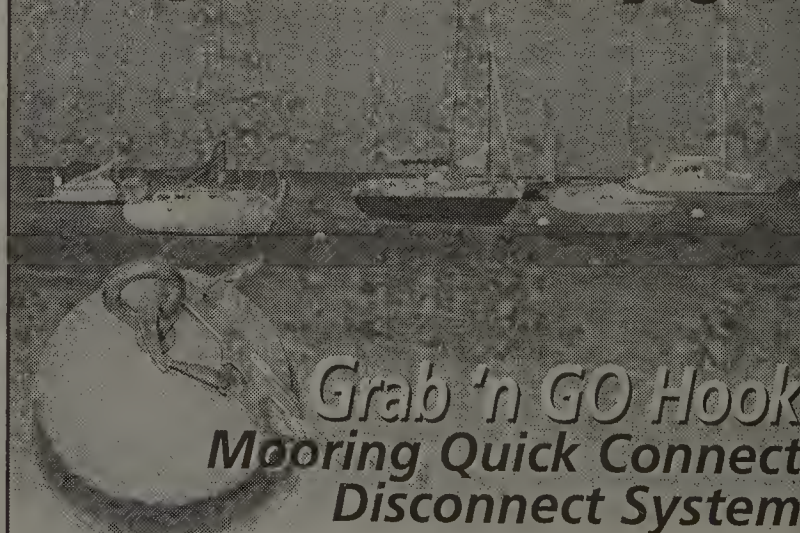


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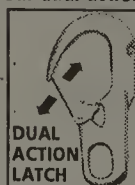
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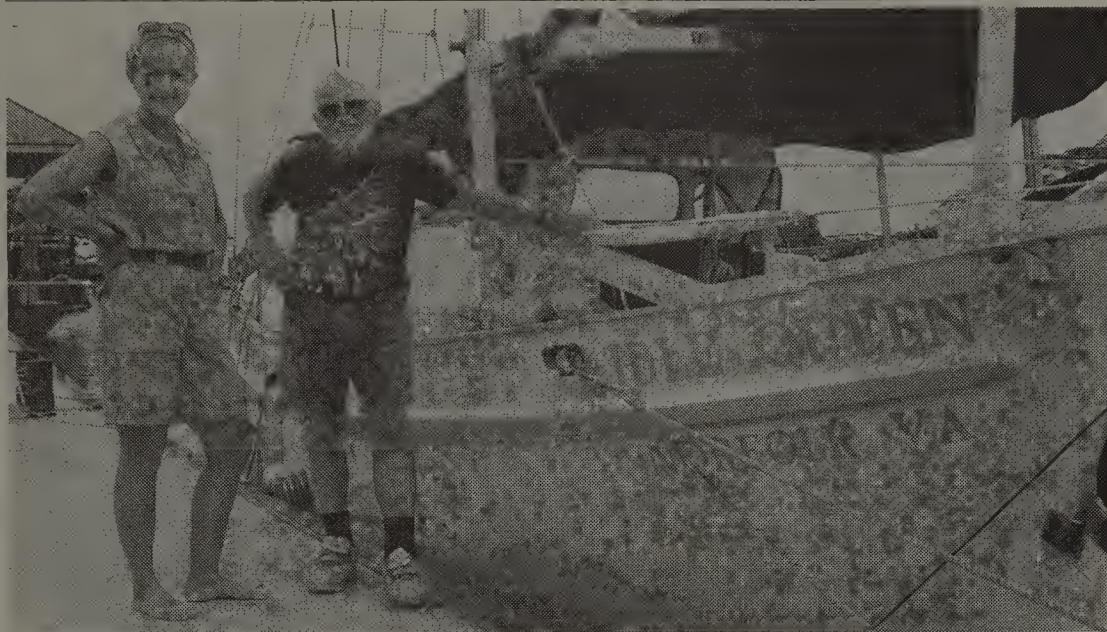


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Heckel hadn't been heard from, and was two months overdue on a passage from Japan to somewhere on the west coast of the United States. Given Heckel's age, many feared the worst. Fortunately, the **BBC Sealand** stumbled across Heckel some 1,400 miles northwest of San Francisco in one of the more remote parts of the North Pacific. Heckel was in good shape, but welcomed another two month's worth of food and water. He explained that he could receive with his radio but not transmit. At last word, Heckel was reported to be making steady but slow — 3.5 knots — progress toward the coast.

"Please add us and our Hardin 45 **Alegre** to your list of circumnavigators," write Gordon and Joan Mery. "We departed Portland in July of 1998, spent 15 months in Puget Sound and Canada, nine months in the Bay Area and Delta, 16 months in Mexico, and then headed across the Big Pond to more or less follow the Milk Run. We spent two seasons in New Zealand, one in Australia, then went through Indonesia, Singapore, Malaysia, and Thailand. After sailing across the Indian Ocean to Oman, we travelled

KIRK MCGEORGE



Harry Heckel, Jr. in Sarawak when he was just 84, poses with Catherine McGeorge of 'Polly Brooks' and his 'Idle Queen'.

up the Red Sea to the Med and Cyprus, where we spent a year. After four years in the Med, we crossed to Trinidad & Tobago, did Bonaire, the San Blas Islands, and continued to the Canal Zone. Back

in the Pacific, we sailed up to Costa Rica, and then went offshore direct to San Diego. We crossed our outgoing track offshore of Manzanillo, having taken just over nine years for the actual circumnavigation. In all, we visited 37 countries and travelled about 38,000 miles. Our Hardin 45 — which we've lived aboard since June of 1980 — isn't that fast for a boat, but she's pretty quick for a house. We read

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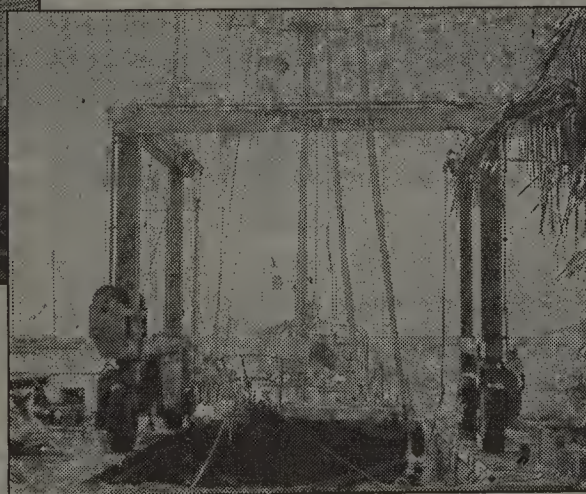
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CHANGES

Latitude regularly. It is still 'King of the Mags'.

Congratulations on your long circumnavigation. If you're not worldly wise, we're not sure who would be. And thank you for the delightful compliment.

"We're about to begin a second circumnavigation — this time with kids ages 7 and 8," reports Lisa, Brian, Max, and Gina of **Glide**, a custom Merrill 40. "We checked out your Circumnavigator's List and it's great. We also looked up the Mexico information. Unfortunately, we won't be ready in time to head south with the Baja Ha-Ha group, but we should be ready by mid-November. Is there any chance you could start a list for Puddle Jumpers or cruisers in the process of circumnavigations? We'd love to have a way to figure out who is out there and where they are. Thanks."

The problem with a current list of circumnavigators is that there are hundreds of cruisers who might be on their way around, but most will actually drop out along the way. Further, some of them will be taking two years, while others will be taking 25 years. In other words, it would

REFLECTIONS



Two icons of America — a ship headed for the first lock on the Pacific side of the Canal, and the Bridge of the Americas.

be hard to get a handle on it. The best we can do is publish reports from folks as they send them in. As for the Puddle Jump, each spring we run a list of folks who say they're going to do it — and most

of them do. We hope that will help. We're embarrassed to say that we've misplaced the info on your first circumnavigation. Can you send us the details once again?

"We left San Francisco in October of '98 and joined the Baja Ha-Ha fleet for the trip to Mexico," write Bob and Barb Unanski of the Taswell 43 **Freya**. "After cruising Mexico from La Paz to Puerto Madera from November '98 until April of '99, we visited Guatemala, Honduras, Costa Rica, and Panama. We loved Panama! We went through the Canal in November of '99 and continued across the top of South America to the ABC Islands, Venezuela, and Trinidad. We spent the last two years cruising all the islands of the Caribbean. This year we cruised Trinidad, Grenada, Bequia, St. Vincent, St. Lucia, the French islands, Antigua, the Virgin Islands, Puerto Rico, the Turks & Caicos, and the Bahamas to Florida. We're now at the Ortega YC Marina in Jacksonville, Florida."

If you ever get a few minutes, Bob and Barb, we'd be interested in your observations on the differences between cruising

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in Mexico, Central America and Panama, and the Eastern Caribbean. It seems to us that they are very different experiences.

"Last month one of your readers complained about the lack of SSB nets in the Baja area, but there are several active ones," reports Alex Malaccorto of the Beneteau 42 **Rocinante**. "I recommend the Southbound Net, a very professional affair run by Patrick of **Nostalgia**. He begins with a weather advisory that is a compilation of forecasts from the Chubasco and Baja Ham nets, plus other weather information from the Internet. The Amigo Net is another popular SSB net in Mexico.

"There are two great SSB nets in Mexico," confirm Jerry and Kathy McGraw of the Newport Beach-based Peterson 44 **Po Oino Roa**. The **Amigo Net** is on 8.116 at 1400 Zulu, and the **Southbound Net** is on 4.054 at 0200. For boats further south, there is the **Panama Pacific Net** on 8.143 at 1400 Zulu, and the **Panama Connection** on 8.107 at 1330 Zulu. All frequencies are upper sideband. This list was current when we came through the Canal and up the coast this year. We still



Need practice with your SSB radio? The new Northern California Marine SSB Net could be the ticket. See the next page for details.

talk to friends in Mexico on the Amigo Net from here in Newport Beach, and I often hear the M/V **Four Seasons** check-in from the Bay Area."

By the way, Jerry and Kathy — who

were well known in the Mexico cruising fleet last spring — tied the knot in Newport Beach in late August. Congratulations. Those who signed up for the Ha-Ha can find the details about nine major Ham or SSB nets at the back of the **Latitude 38 First-Timer's Guide to Cruising Mexico**. San Diego's Downwind Marine also publishes an extensive list of SSB and Ham nets.

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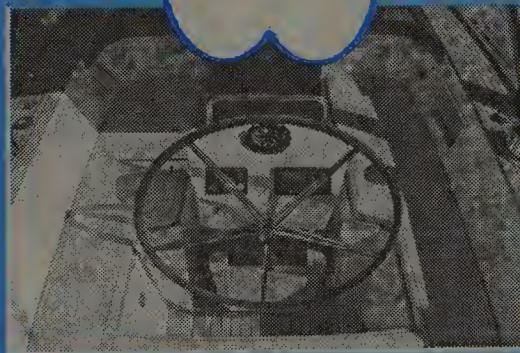
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CHANGES

If you're just getting started with SSB radio — which is a bit more complicated than VHF radio — there's a new SSB net designed to help you. "We launched the **Northern California Marine SSB Net** last month," reports Ed Hoff, WDA5925, of the Brisbane-based Columbia 45 **Sorina**. We're on 4149 (4B) every Monday night at 9 p.m. local time. Two boats checked in on our first Net, but it jumped to five and then six on the next two Monday nights. These included locals from Emeryville, Richmond, Redwood City, San Leandro and Santa Cruz, and more distant check-ins from Marina del Rey, Newport Harbor, and a vessel in transit west of Catalina headed to Santa Cruz Island. For several people, the Net has been their first opportunity to check that their SSB radio works. For others, it provides additional practise on operation and switching frequencies. My goal is not only that the Net will become a resource for local mariners, but also will help people become familiar with the operation of their marine SSB radios. For further information, visit <http://home.netcom.com/~edhoff/ssbnet.html>."

LATITUDE/RICHARD



'Latitudes' are once again being distributed in Panama, this time at the fabulously funky Pedro Miguel Boat Club.

Cruisers often ask us why we don't have better **distribution in the South Pacific**. Cost is the obstacle. For example, when Jan and Signe Twardowski of the Deerfoot 64 **Raven** had their daughter-

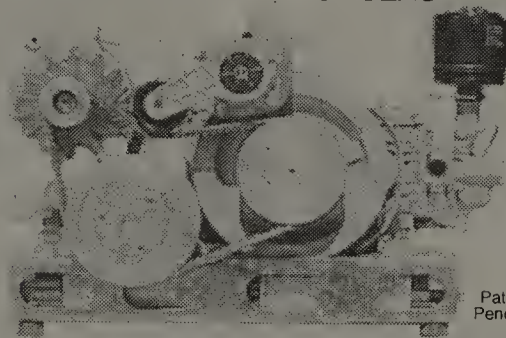
in-law Michelle look into shipping a single copy of *Latitude* to Rarotonga, it was going to be \$163 U.S.! This is why we have to rely on all of you cruisers making trips back home — and friends of cruisers flying out to meet cruisers — for distribution. If you can cram a half dozen into your bags before you leave, you'll make a lot of folks happy — us included.

As some Panama vets might remember, we used to ship *Latitudes* to Panama, which is truly a cruising crossroads of the world. But that also became too expensive. But there's good news! The Pedro Miguel Boat Club says if we'll get a bundle or two to Miami — which we will — they'll take care of getting them shipped from Miami to Panama. It's a deal, so distribution at the Pedro Miguel BC should begin with this issue. But no matter if you have a *Latitude* in Panama or Papeete, please pass them around.

"We are back aboard our Marquesas 56 catamara **Rhapsodie**, having cruised from the Gold Coast area just south of Brisbane up to the Queensland coast these past two months," report Sam and

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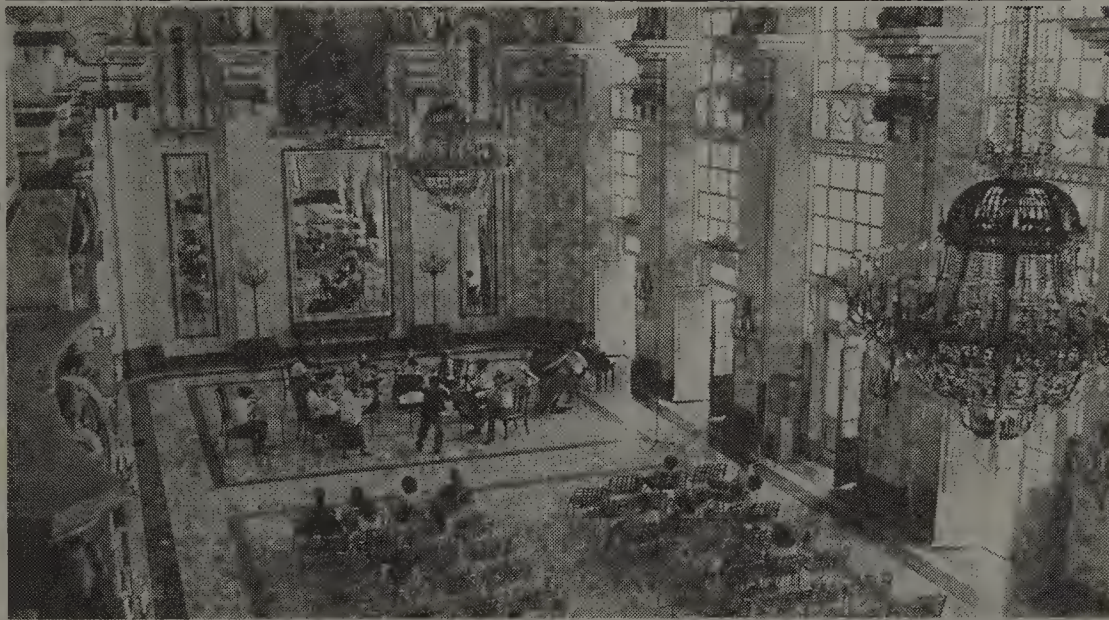


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Caren Edwards, with children Rachael and Dana of Portola Valley. "While in Brisbane, we had extensive repairs made to the main beam, which had been damaged during a rough passage from New Zealand to Fiji last year. Right now we are anchored off Lizard Island, just a few miles from the outer Barrier Reef. We will probably linger here another week or so before sailing on to the Louisiade Archipelago off the eastern tip of New Guinea. We'll be back in the Bay Area in mid-December for our annual visit, then return to the boat at the end of January."

"We left Rockport, Texas, in December of last year and had a cold trip along the IntraCoastal Waterway to Key West," reports Mike, Mary, Noah (4), and Lydia (17 months) Hagan of the Rico, Colorado-based Alajuela 33 **Muirgheal**. "We then crossed to Cuba and spent our allotted two months exploring Havana and the northwest coast. Lydia had her birthday on Cayo Levisa. We also spent time in Esparanza, which was a great stop with very friendly locals. We're currently at La Belle, Florida, and plan to sail southeast

LATITUDE/RICHARD



Although most of the buildings in Havana are in a terrible state of disrepair, a couple of government structures are still in lovely condition.

through the Bahamas to the Turks & Caicos, then downwind along the south coast of Cuba and to Jamaica. After that, who knows?"

Even if the Bush Administration is

supposedly cracking down on American's travelling to Cuba, it's obviously not stopping some sailors.

"Last month I was fortunate enough to sail from the Queen Charlotte Islands down to Vancouver, B.C. aboard **Ailee Blanche**, a 103-ft beauty with a 115-solid spruce mast," reports Michelle Slade of Alameda, the Columbia Gorge, and Auckland. "She was designed by Charles



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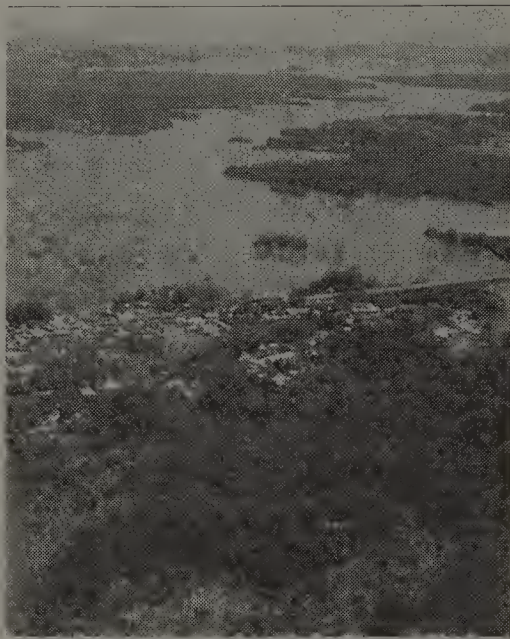
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CHANGES

Nicholson and built by Camper & Nicholson in their Gosport Yard in Southampton back in 1939. She sleeps six in three aft staterooms, all with full ensuite showers and heads, of course. She has a crew of eight. The boat was actually stripped of all her hardware and sunk by her owner in 1942 to avoid confiscation by the Nazis. After the war, she was raised and fully restored — right down to her 42-ft wood boom, flawless teak decks, seemingly endless varnished brightwork, and even her '30s Christofle flatware and crystal. Her current owners, who have owned her for years, found her in Villefranche in the South of France, where she was the floating casino for an elderly lady who never moved her an inch in 12 years. The woman just used the salon and deck as a place to play cards in the afternoon. *Ailee Blanche* is mostly used for luxury charters these days, going out at \$35,000 a week. We definitely had a relaxing trip, eating like royalty and pretty much sitting on our chuffs contemplating life for a week."

Luperón, Dominican Republic, might not look like much, but it's an important stop between Florida and the Eastern



The Rio Dulce, on the Caribbean side of Guatemala, has long been a hurricane hole for cruisers. Some say it's not as safe as it used to be.

Caribbean — particularly for those waiting out weather to get to the Caribbean. Prices have been going up, however. It used to be \$10 a boat and \$10 per passport to check in. Passport prices have

stayed the same, but now it's \$42 per boat. Cruisers complain that despite the increase in costs, there has been no increase in services. Nonetheless, it's not uncommon for 100 boats to be anchored in Luperón during the spring.

Can anybody give us a recent report on the state of affairs in the **Rio Dulce, Guatemala**? It used to be a big and happy cruiser refuge during the summer hurricane season, but we've heard snippets that there has been some violence and that it's no longer considered safe to anchor out. Who can give us a recent first-person account?

"Spring is arriving in New Zealand and it continues to get warmer," reports Ken Machtley and Cathy Seigsmund of the Seattle-based Tashiba 31 **Felicity**. "The winter has been rather mild compared to our home in Seattle, but we still find that our heater is on most of the time. Cathy and I have been enjoying taking a break from cruising and getting to know New Zealand a bit better, but when next April rolls around, we'll be excited to take off again to enjoy Fiji, Vanuatu, New Caledonia, and Australia. Right now, how-

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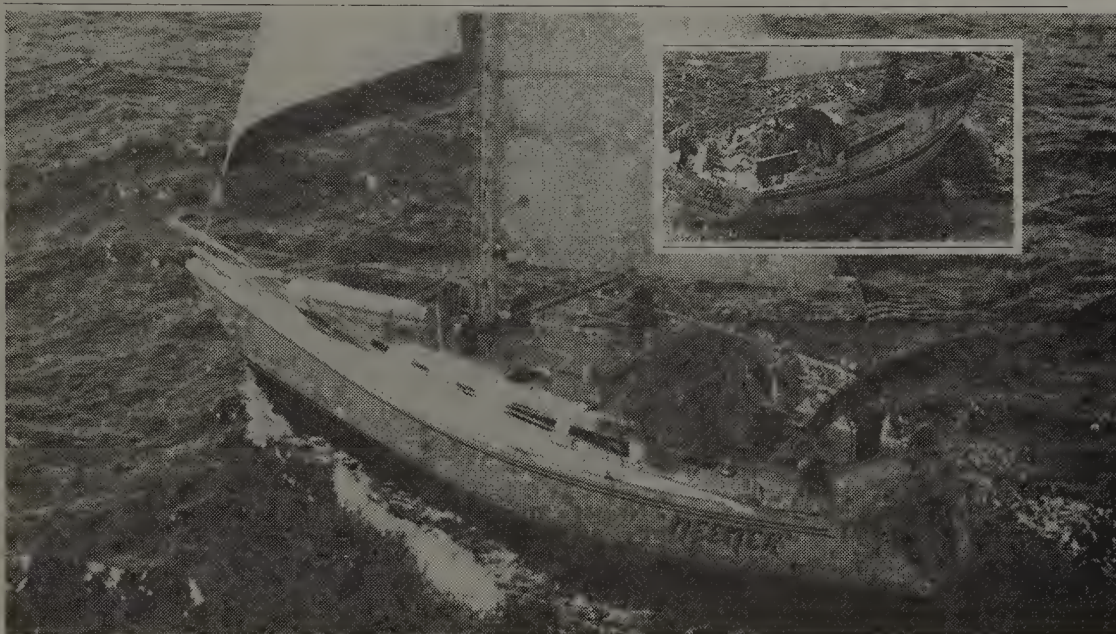
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ever, we're in training as volunteers for the Louis Vuitton Cup, which begins in October and is the challenger series leading up to the America's Cup. We will be operating one of 20 patrol boats responsible for setting course marks and ensuring that spectators stay out of the race course. This will hopefully give us a good close-up view of the races. If our friends would like to see what else we've been up to lately, they should check out the recent additions to our website at www.svfelicity.com."

"After doing the '99 Ha-Ha and enjoying three years of great cruising in Mexico, we put our Jeanneau 40 **Utopia** up for sale," report John and Cynthia Tindle, and Mattie the boat dog, of Hermosa Beach. "Our boat sold in a month, which allowed us to buy a Jeanneau 45 out of the Sunsail charter program in Martinique. Buying from Sunsail was a positive experience. In July, I sailed our new boat, also called *Utopia*, up to Fort Lauderdale. I have now loaded up my van with tools and boat stuff and will be driving from Hermosa to Fort Lauderdale, where I will spend two months convert-

MOONSHADOW



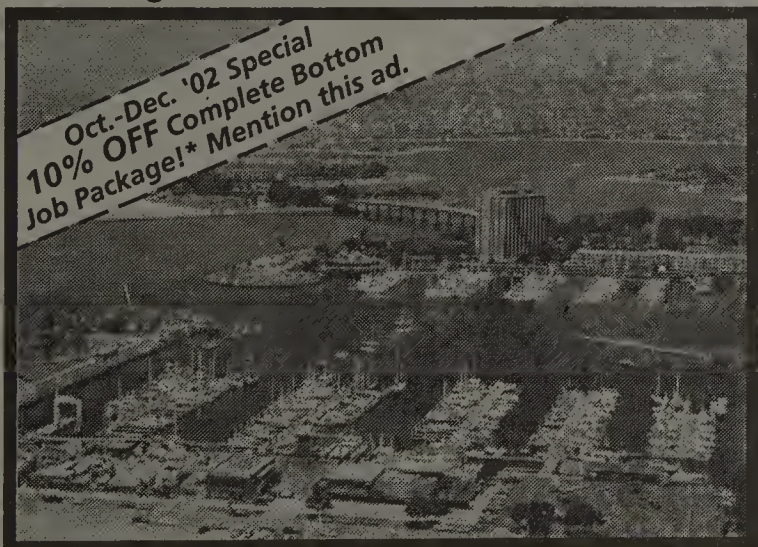
If all goes well, '99 Ha-Ha vets and friends, the Tindles of 'Utopia' (inset), and the Ryans with 'Neener', might buddyboat along the ICW.

ing *Utopia* from a charter boat to a true cruising boat. Our future plans are to sail the Bahamas next winter, then possibly link up with Pete and Jean Ryan of the Santa Cruz-based Catalina 42 **Neener** in

Florida for buddyboating up the IntraCoastal Waterway. The following year we'll either do New England or turn south and head to the Caribbean. In any event, we hope to see the Wanderer in St. Barts for New Years in a few years. We also hope you'll be doing more coverage of the Caribbean for all us West Coast sailors that are there now or will be soon."

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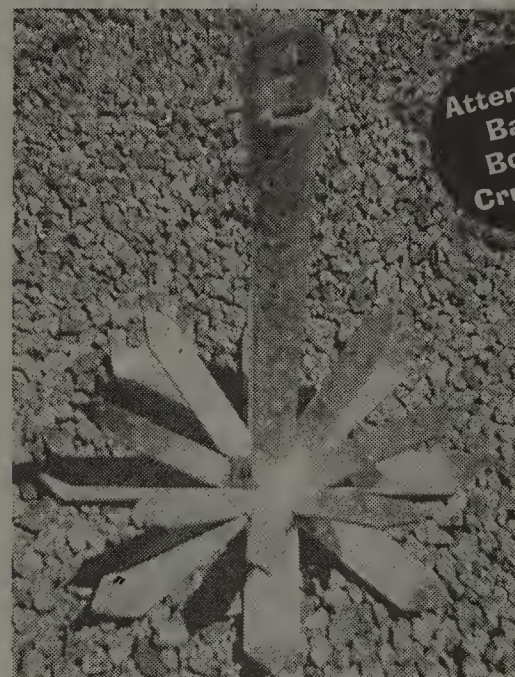
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CHANGES

hope is to sail from Grenada to the Virgins this winter. We need to visit old friends, see what's new, and update our stock photographs.

"We're currently on the Rio Dulce in Guatemala, but plan to go through the Canal and sail to Hawaii in May, then back to San Francisco in the fall," report Marvin and Ruth Stark of the Folsom-based Catana 44 **Chesapeake**. "However, we're not sure if we should spend the whole summer in Hawaii, or if it would be better to sail the 'clipper ship route' from Panama to Hawaii. We're also looking for recommendations on which satellite phone would be best."

We've never cruised Hawaii, so we can't give an honest opinion. Perhaps one of our readers could suggest a summer itinerary for the Islands. As for satellite phones, there are distinct differences between the two primary low-cost options, which are Iridium and Globalstar. Iridium



'Profligate' tows two surfers during the first Zihua Fest last year. We hope the fund-raiser for the indigenous schools is on again this year.

works almost all over the globe, but the audio quality is sometimes very poor. Globalstar has terrific sound quality, but only works within about 200 miles of shore. What's needed is Globalstar audio quality combined with Iridium coverage — and DSL-like Internet access.

If anybody sees Sue Robertson of the Formosa 41 **Valkyrie**, most recently in the Sea of Cortez, please advise her that we have the photo she inquired about and need instructions on how to get it to her.

We've been unable to contact her by email.

If you're headed to Mexico for the first time and are looking for some structure to your adventure, here's our tentative sched-

ule for Profligate:

- 1) October 28 - November 9 — **Baja Ha-Ha**.
 - 2) Week of November 28 — **Thanksgiving** at either La Paz, Mazatlan, or Puerto Vallarta.
 - 3) December 1-7 — **Sailors' Surfing Week at Punta de Mita**.
 - 4) January 31 - February 2 — **Zihua SailFest**.
 - 5) March 19 — **Punta de Mita Spinnaker Cup For Charity**.
 - 6) March 20-23 — **Banderas Bay Regatta**.
 - 7) April 5-12 — **Sea of Cortez Sailing Week**.
 - 8) May 2-5 — **Loreto Fest**.
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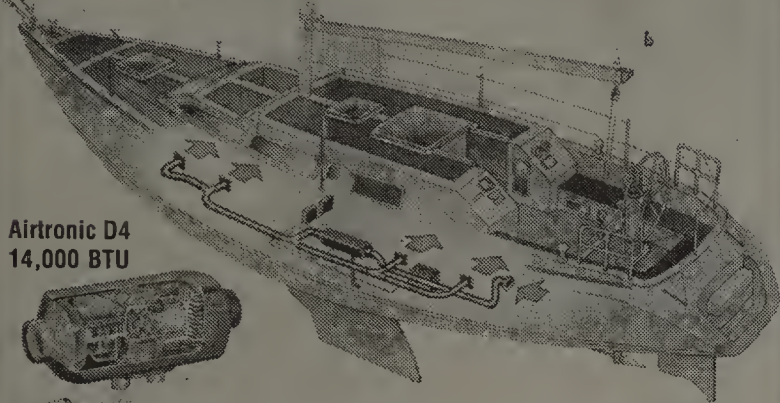
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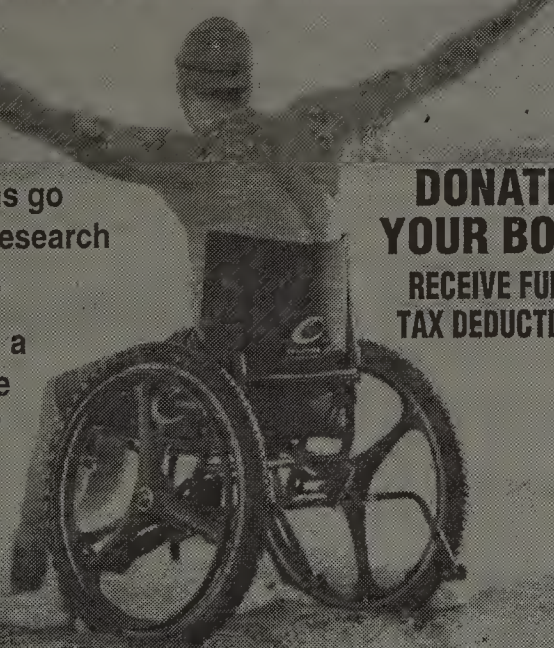
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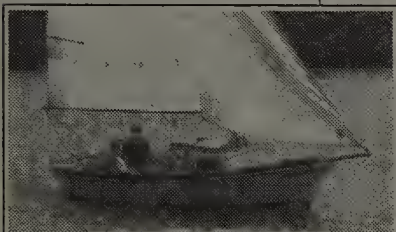
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25 TO 28 FEET

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COLUMBIA 28, 1967. Atomic 4 engine in good condition. Roller furling jib. Dinette interior, enclosed head and holding tank. VHF, knotmeter, depth, electric bilge pump, compass, 2 batteries and charger. Huge V-berth, spacious quarter berths. Wheel steering. Great first boat, very solid, sails beautifully, ready for Bay cruising. Berthed Alameda. Bargain: \$6,800. Call Chris (650) 654-5615.

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CATALINA 27, 1973. Atomic 4 inboard, wind generator, diesel cabin heater, dinette layout. Solar panel, new cushion covers, BBQ. Great Bay boat. \$8,000/obo. Call (707) 529-1632.

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ISLANDER 28, 1975. 15hp Volvo gas engine. VHF, Loran, compass, knot, Autohelm. 3 jibs, whisker pole, 2 anchors. New bottom paint. 6' headroom. Sleeps 5-6. Great Bay boat. Asking \$7,000/obo or trade for 25-ft trailerable Catalina, O'Day, etc. Call (209) 862-2108.



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CATALINA 27, 1973. Sleeps 6. Dinette layout, sink, head, stove, 4-stroke Honda 10 hp, solar. Good condition. \$7,500. Call Michael (707) 246-5068.

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29 TO 31 FEET

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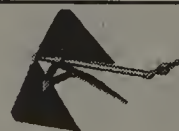
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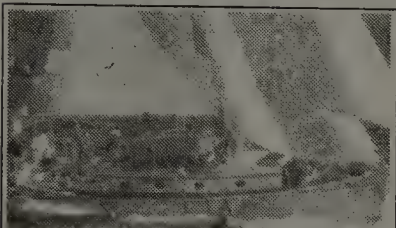
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YANKEE 30. A fast S&S cruiser/racer. 50% ballast ratio, roller furling jib, tri-color masthead, light hydraulic boom vang. Great dodger, propane stove, Yanmar 20GM 2 cyl diesel. Custom cabinetry, newer interior, windlass and many other jibs. Cruise or sail here now. Alameda. \$15,000. Call (510) 337-3220.

CAL 29, 1973. Main and 3 headsails, folding prop, 3 anchors, faithful Atomic 4, AC refrig, autopilot. New items include: head, Force 10 3-burner, manual bilge pump, batteries, hatchboard. Clean. \$12,500. Owner may finance. Tom (408) 353-1665.

CATALINA 30, 1979. Mainsail, two jibs, jib club, jib furler. Atomic 4 in good condition, lightweight dinghy, RDF, depthometer. Vallejo Marina. \$17,200/obo. Call (707) 644-6485 or (707) 747-5140.

CAL 29, 1970. Perkins diesel, autopilot, propane stove, lazyjacks. CQR, Loran C, fishfinder, depthsounder, two compasses. VHF with outside speaker, cockpit cushions, lots more. Well maintained. \$13,500.00/obo. Call (510) 236-9100.

PEARSON 30 SLOOP, 1977. Wheel steering, dodger, Atomic 4 inboard. Nice quality boat \$6,000/obo. Selling everything, very motivated. Also 28-foot sloop \$3,000. 29-ft motorhome, \$5,000. Gear. Make offers now please. (510) 559-8942 or prefer email: boatbrain@aol.com.



ISLANDER 30, 1974. Sanded to barrier coat/repainted top and bottom 08/00. New boom and roller furling sail rebuilt 6/02. Wheel steering, self-tailing winches, Volvo-Perkins diesel with folding prop. Alcohol stove, AM/FM cassette, VHS, 8 bags of sails. \$21,500. (530) 305-0434 or email: sailsman51@yahoo.com.

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J/29, 1984. Fractional rig, Yanmar diesel, racing and cruising sails, Autohelm instruments, chrome self-tailing primaries, rigid vang. Hauled and painted in April. Many extras. Fun racer or overnight cruiser. \$19,600. Call (650) 592-8882.



ERICSON 30+, 1984. Major refit in 1999 to date, including: Standing and running rigging, Harken hardware with Harken III furler, mast and boom LP, lifelines, mast electrical, Max Prop, shaft seal, battery charger, high output alternator, water heater, pressure water, cockpit shower, extra water tank, head hoses and tank, refrigeration, dodger, cockpit cushions, compass, Raytheon autopilot and electronics (95), anchor gear, North Norlam genoa, re-cut full-batten main, US asymmetrical spinnaker with sock, and more. \$34,900. Ventura. Steve (805) 320-0734 or (805) 644-5639.

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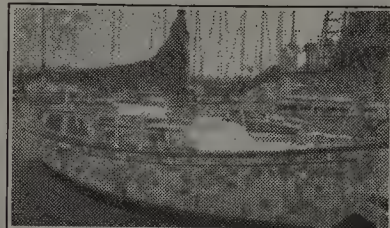


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CAPE DORY 30 CUTTER RIG, 1979. Bristol condition. New equipment, under 5 yrs: 18.5 hp Yanmar diesel, shaft, propeller, PSS shaft seal, toilet, upholstery, navigation/deck lights, radio/CD player. Equipment under 10 yrs: Radar, GPS, Loran, VHF (all Raytheon), Autohelm 3000, safety lines, compasses, chart light, running backstays, Bruce and Fluke anchors, anchor chain and line, 3 battery banks, dodger, double lifelines, removable inner forestay, lazyjacks. Also, speed log, knotmeter, depthsounder, wheel steering, alcohol stove/oven, gennaker, spinnaker pole and much more. Asking \$40,000. Please call Bernard (707) 745-5055 (hm) or (510) 986-0277 (wk).



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ERICSON 30, 1984. Inboard diesel, new jib, 1-year-old fully battened main. VHF, new radial drive. Good condition. \$22,000. Rich (650) 363-1390.

32 TO 35 FEET

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33-FT TARTAN 10. 8 hp inboard diesel, 1-yr-old main with lazyjacks. 1-yr-old roller furling jib. New sail cover. CD, cushions, knot, depth, compass, VHF. Not cruising version. \$9,500. Call Jeff (415) 331-5515 (days) or (510) 236-8302 (eves).

SANTANA 35, 1982 RACING SLOOP. See Websites: <www.santana35.com> and <www.wdschock.com> Volvo MD7B diesel, gimbaled alcohol stove/oven. CG approved head. Basic sail instruments plus VHF and GPS. 11 sails. Recent survey, haulout, rehab, rebuilds. \$26,900. Please call (408) 736-2780 or email: wb7ecv@arrl.net.

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WESTSAIL 32; 1975. 2nd owner. Universal M40, stainless bowsprit, roller furling, radar. Clean interior, new propane stove, diesel cabin heater. Sails include like-new storm trysail, drifter. 3 anchors, Aries windvane, dinghy. Well-loved and cared for. See pics at <<http://www.well.com/user/reb/balena.htm>> Asking \$52,000. Call (415) 332-8181 or email: reb@well.com.

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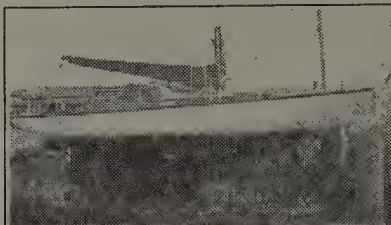
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LeCOMTE 35, 1971. Good condition cruiser/racer, sloop/cutter rigged. Yanmar diesel, 8 sails, roller furling, autopilot, lazyjacks, trim tab, Barlow winches. 55 gal water, two-battery bank, needs bottom paint, new cushions. \$28,500. Call Tom (541) 301-3431.

ERICSON 35, 1972. Documented, recent new diesel engine plus. Recent upgrades to include electronics, waterheater, ac/dc, much else new. Varnished interior, wheel steering, autopilot, GPS, 3-burner ss stove. \$29,000. Call (209) 667-0252 or email: jwdinc@bigvalley.net.

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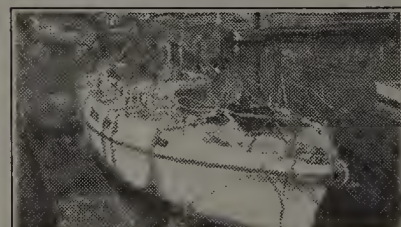


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CATALINA 320, 1994. Hull #73. Autohelm 4000 autopilot, custom dodger, Harken mainsail system, lazyjacks. Original owner. Excellent condition. Berthed in Alameda. \$60,000/obo. (408) 590-9077.

WESTSAIL 32, 1973. Factory finished, 36 hp, oversized rigging, Monitor, canvas, solar. Comfortable, proven vessel. In Sausalito. See at Website: <<http://www.icgrowth.com/amable/>> \$39,000. Call (415) 887-2666.

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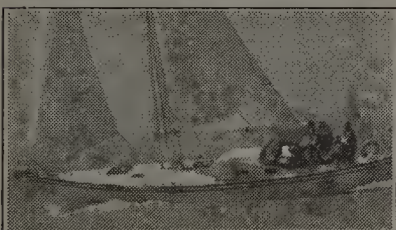
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HANS CHRISTIAN 38 Mk II, 1984. Fully equipped. Recently returned from five years in Caribbean. Ajax is currently on the hard in Ft. Pierce, FL. \$130,000. Please call (772) 794-2157 or email: ajax731@mindspring.com.



PEARSON 385, 1984. REDUCED. Immaculate, center cockpit, 44 hp Yanmar, radar, A/P, GPS, roller furling, refrigeration, wind generator, dodger, 2 state-rooms, 2 heads, inverter, 45 gal fuel, 170 gal water. \$82,500/obo. For complete inventory and photos call (209) 996-6216 or email: watermanjk@pocketmail.com.

WATKINS 36, 1982. Center cockpit sloop. Huge cabin for liveaboard or cruising. Perkins 50 hp diesel, low hours. Great wood interior, sleeps at least 6. All cruising amenities. Hard-to-get slip goes with boat. Slip G17, Monterey Marina. See Website: <www.dnlco.com/wildfire> \$65,000. Call (925) 376-3826.

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COLIN ARCHER PILOT CUTTER. Marion D. Built in Norway 1950. 38-ft on deck, trunnel fastened, pitch pine planks on double sawn frames. Ford Lehman and new sails. See at Website: <<http://home.independence.net/mckenney>> \$70,000. In SoCal. Call (970) 626-5901.

CATALINA 380, 2000. Bristol, full cockpit canvas and grating, radar, plotter, GPS, autopilot and wind instruments. Electric winch and windlass. Hart inverter charger with Link 2000. White ultra leather interior. Yanmar engine, low hours. Many extras. Call (916) 632-9317.

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BENETEAU 370, 1991. Beautifully maintained. Head with electric macerator and shower plus separate shower room, V-berth plus large owner's stateroom, teak throughout. Salon with table and shaped settee. Volvo 2003 28 hp, 340 hours with Powerline 130 amp alternator with 2 gelcells. Heart Freedom inverter/charger, Autohelm 4000 autopilot, wind, speed, depth multi-display. Sony VHF plus 10-stack CD/tape player. Furling main and jib with gennaker, 4 Lewmar winches. Custom dodger, electric windlass with foot and cockpit control, 150-ft chain with tilt bow roller, 35# Bruce anchor with freshwater washdown. Swimdeck with hot water shower. Huge cockpit with ice chest under table. Full specs available. \$87,500. Call (415) 435-5877.

1978 PACIFIC SEACRAFT MARIAH.

Strong, stable, cutter rigged sloop, bowsprit, outboard rudder. Good sails, very low hours on Yanmar 22 hp. Needs misc. work, BUC price about \$80K, mine \$55,000/obo. Very motivated. Call (510) 559-8942 or better yet please email: boatbrain@aol.com.

HUNTER LEGEND 37.5, 1992. New in 2001: Mainsail, jib furler, all standing rigging. Jib, genoa, spinnaker, full galley, autopilot, Yanmar. Excellent condition, no blisters. More details at Website: http://www.geocities.com/yoboaabeb/radical_move.html \$84,900. Will consider cruiser towards trade. Please call (650) 208-9347.

LANCER 36 SLOOP, 1981. Bill Lee designed fast boat. Wheel, just rebuilt Yanmar, radar, autopilot, water heater, fridge, shower, LP stove, etc. Needs misc. work, I am selling everything, very motivated, \$20,000/obo. (510) 559-8942 or email: boatbrain@aol.com.

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KELLY-PETERSON 44, 1980. Fast, comfortable cruiser with full equipment and many extras. Ready to go out again. Check at Website: <http://osmx.com/kp440266.htm> \$109,500. For questions and any other information please contact by email: towers@osmx.com.



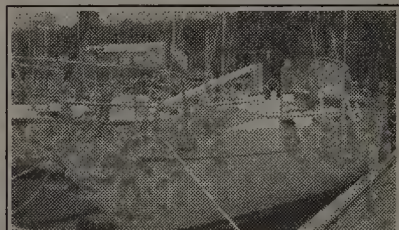
WAUQUIEZ 49, 1991. Built like a Swan, sails like a dream. Excellent condition, many upgrades, strong, safe and fast. Located in San Diego with a slip. Great price at \$225,000. Call for details and photos (206) 605-7858. Must sell.

CATALINA 400, 1999. Loaded, professionally maintained, lightly used and reasonably priced. \$175,000. Call Frank (831) 247-9021 or email: Sailor154@aol.com.



OHLSON 41. A classic design that is fast and strong with a steel hull. Cruise equipped with autopilot, windvane, liferaft, Ham/SSB, radar, inflatable, outboard motor. \$60,000. For details and pictures see Website: http://www.geocities.com/curt_muehl/

ISLANDER 40 KETCH. New 50 hp Isuzu diesel, 2x south seas vet, bluewater/bulletproof. 24,000 lbs, loaded for cruising, great cruiser or liveaboard. Full galley, 9 cu. ft. refrigerator, 120v wiring, stereo system. Hauled 12/01. Full keel, watermaker, radar, SSB/Ham/fax modem, VHF, GPS, depth, 2 autopilots, solar, wind gen. Furling jib, canister liferaft, EPIRB, 150 gal diesel, 120 gal water, 3 anchors. New windlass, hot/cold pressure water, full shower. Documented, classic beauty, lots of extras. Call for list. \$65,000. Call (408) 353-3260 or email: hicrook@yahoo.com.



CHEOY LEE 44 CC, 1984. Robert Perry design. Cutter rigged, full sails including asymmetrical drifter with sock. Teak over fiberglass decks. King-sized bunk in the aft Master stateroom, head with separate shower. Double V-berth in forward stateroom with own head. Full array of electronics. SSB, VHF, radar, autopilot, etc. Perkins 4-108, refer/freezer, microwave, watermaker and more. \$125,000. Call Greg or Cheryl (360) 683-8605 or email: gcsmith@olypen.com.

44-FT GAFF KETCH. 1962. Very stout. 2" planking. 2 GPSs, radar, liferaft, vane steering. Yanmar diesel, excellent sails, everything included. Boat has cruised most of her life. Needs some TLC. Located Sea of Cortez. \$28,000. Please email: wandergrace@hotmail.com.

ISLAND PACKET 40, 1994. Bay Area. Excellent condition. Fully cruise equipped. Spectra watermaker, 2 A/Cs, Windbugger, 2 solar, ICOM SSB, Raytheon radar on arch, B&G network, liferaft, stereo, Avon dinghy, more. \$239,000. Please call (209) 727-5165 or email: jbaker1530@aol.com.



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DUTCH 42-FT STEEL KETCH, 1956. Custom. Atlantic and Pacific vet. Bristol and ready to go again. Aries vane. Surveyed and insured Oct 2000. Rounded hull, beautiful lines. Health forces sale. \$39,000. Will consider interesting offers/trades. (510) 272-9986.



WAUQUIEZ AMPHITRITE 43, 1982. Elegant liveaboard. French-built center cockpit with flush deck. This is an exceptional offshore cruising ketch. Architects: Holman & Pye. Design: Edward Dubois. Berth: San Diego. World class \$149,000/obo. Email: TobinFun@msn.com for photos/details.

45-FT SPENCER 1330. Famous well-built center-cockpit cutter with self-furling main and headsail, newer engine, beautiful custom upholstery and much more. Priced to sell. \$129,000. Call (604) 482-0111.

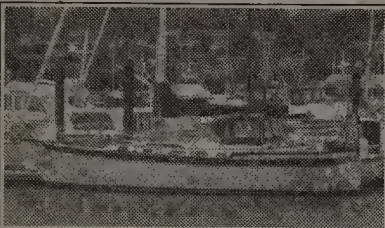


PASSPORT 44, 1994. Center cockpit staysail sloop. Professionally maintained. Five sails, roller furling jib and main, complete electronics, wind and trolling generators, forced air heat. Complete galley with Sea Frost refrigeration, convection/microwave oven and four-burner Broadwater propane stove. Two double staterooms, each with head and shower. Beautiful teak interior. Extensive refit and upgrades in 2001-2002. Ready to cruise in safety and comfort. Ventura Harbor. \$349,000. For complete information and photos email: passport44forsale@yahoo.com.

MASON 43, 1985. Bristol inside and out, beautiful teak interior, ICOM GPS, SSB, VHF. Furuno radar, HRO watermaker, autopilot, refrigeration, Profurl headsails, new fully battened main, windlass, dual Racors, feathering propeller, dripless shaft. Just listed. \$187,000. Call (805) 683-8980 or email: Jbabmio@aol.com.

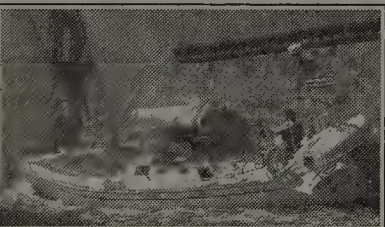
WAUQUIEZ CENTURION 45, 1994. Performance cruiser, bristol condition. Fast, comfortable sloop, easily shorthanded. New electronics 2001: Icom SSB and VHF; Furuno radar and GPS, Raymarine 7000 autopilot and instruments. Blonde Burmese teak interior, 3 staterooms, 2 heads with showers. Harken ProFurling, Perkins Prima 50. Full Sunbrella covers, Alpine stereo with 6 CD changer, Bose speakers. Dink: Achilles 11-ft with Honda 15 hp 4-stroke, kayak. Elegant, strong, fun. Joy to sail. Fairly priced at \$179,000. For info or to make offer, please email: jdevito@there.net or call (510) 435-7885.

PROJECT BOAT. Monique. Farr design IOR, 1977. Needs TLC, interior and right owner to make sail. \$33,000. Call (707) 332-9670 or email: btroy@hotmail.com.



LIBERTY 458, 1983. 46-ft cutter, aft cabin, den with double bunks, 2 heads, center cockpit, windshield, full enclosure, new Hood Vectran fully battened main with roller furling headsails, diesel heater, washer/dryer, liferaft, watermaker, GPS, SSB, weatherfax, radar and more. See Website: www.emard.com. \$185,000. Call (415) 383-8122.

CATALINA 42 2-CABIN, 1995. Cruise equipped for Mexico or beyond. Upgraded Mark II interior, radar, autopilot, fuel tank, extra batteries, Link 2000, H/O alternator, Smart regulator, H/D ground tackle. Looks like new. Call for equipment list. \$150,000. Please call (760) 522-3888 or email: bobtonid@yahoo.com.



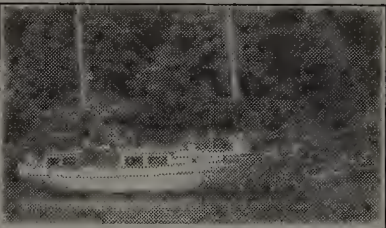
HUNTER LEGEND 45, 1988. 10 years in freshwater. Alaska vet, ready for Mexico. Exceptionally clean, no odors. Forward Pullman queen bed, aft stateroom with king size bed. 2 heads/showers. New: Watermaker, dodger, canvas, upholstery, custom dinghy launcher/holder, sunshade, GPS/plotter and electric windless. Radar, diesel heater, 4.5kw Northern Lights genset, inverter, 600 amp-hour batteries, solar panels, dinghy on stern mount, varnished interior. Much more. \$125,000 or trade for smaller late model, clean sailboat. (916) 315-1975.

40-FT STEEL SLOOP. Hutton design. Built in Hawaii 1988. Tall mast, 4-108 wheel Aries, radar, DS, autopilot. 40 gal diesel, 60 gal H₂O. 3k genset. Boat in San Diego. Viewing 10/10 thru 10/18. \$12,000/obo. Call Mike (707) 444-9536 or (707) 616-3975 (cell).



NORDIC 40SE, 1987. Extensively outfitted for long term cruising in 2000. One of Perry's finest designs, beautifully executed by American craftsmen. Recently returned from Alaska, Mexico and Hawaii. She is ready to go again. \$165,000. For full equipment list call (509) 966-9182.

CAL 40. Clean. New roller furling, teak cockpit, sail cover, dodger, elliptical rudder. Holding tank, diesel heater, head, stove, instruments, feathering prop. Two Harken electric self-tailing winches with AGM batteries, Dutchman. Plus oak cabin sole, Alpha 3000, Perkins 4-108, H/C water, reefer, good sails. \$68,500. Call (415) 461-1145 (hm) or (415) 302-7490 (cell).



CT 41, 1972. Center cockpit ketch. Westerbeke 50 hp diesel. Two staterooms with heads, 6'6" headroom, VHF, depth and speed log, radar. Roller furling jib. Beautiful liveaboard or sturdy offshore cruiser. \$50,000/obo. Call (707) 747-0722 (eves) or (510) 385-5031 (days).



MORGAN 54, RAGE. Available after 4-year refit with freshly seamed teak deck, new sails, Lighthouse windlass, custom bow roller and boom vang, ground tackle, roller furler, standing rigging, hatches, stanchions, thru-hulls, transmission, drive line, MaxProp, rebuilt steering linkage, many custom stainless fittings. Includes new 12-ft inflatable tender and 15 hp Yamaha 4-stroke outboard. Ideal fast cruiser. \$145,000. Call (661) 301-3478.

CAL 40. Good condition. \$35,000. Call (415) 479-8015.



COLUMBIA 40, 1965. Charles Morgan design. Bottom, halyards, working jib, head and holding tank, pressurized water, radar, autopilot, VHF, all new in 2000 and 2001. 7-foot plus V-berth. Hydraulic centerboard. 8 bags of sails. Excellent cruiser/liveaboard. \$26,995. Call (510) 559-6954.



GULFSTAR 50, 1978. Center cockpit ketch, comfortable world cruiser, great 2 bedroom, 2 bath liveaboard. 65 hp diesel, 15kw generator, radar, SSB, vacuflush onboard treatment. See it at: http://www.geocities.com/alan_winslow/ \$120,000. Email: alan_winslow@yahoo.com.

SANTA CRUZ 50, #18. Recent major refit, transom scoop, Hall triple-spreader mast with Antal track, new boom, Harken gear. Cruise ready with dodger, Profurl, windlass, gel batteries, inverter, Vacuflush, etc. Easily returned to race configuration. \$195,000. (805) 340-5703.



1976 NEW ZEALAND BUILT YAWL. 40' LOD, 47' LOA. South Pacific vet. Sails in good condition, draft 4'6". Very stable in rough weather, spacious, and good natural light. Tabernacle mast, bronze self-tailing winches, power cap stands at both ends. Six-cylinder Ford Industrial diesel engine, 400 gals fuel, 200 gals water. Heavy ground tackle. Recent epoxy bottom. SS Band, VHF, radar, autopilot, DS, propane stove, Paloma on-demand hot water. 3-way Norcold fridge, Antarctic diesel heater, shower, pressure water system, holding tank with pumpout. Many other extras. For photos go to www.jarvismacray.com/sunshine/ Reduced to \$35,000/obo. (510) 504-7999 or email: webesunshine@aol.com.

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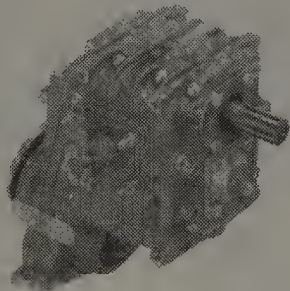


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TARTAN 40, 1989. Beautiful, strong performance cruiser. Kevlar hull, scheel keel, cutter rigged, hard dodger, refer/freezer, radar, Ham/SSB, GPS, autopilot. Inverter, watermaker. Located SF Bay. Reduced \$20K to \$139,900. Complete specs at www.geocities.com/obsessionSV Please call (541) 746-0104 or email: svoobsession@hotmail.com.



FORMOSA PETERSON 46, 1981. Center cockpit cutter. Excellent condition, cruise ready, many upgrades including a rebuilt 90 hp diesel and new dodger. Too much equipment to list. Priced for quick sale. Call George (510) 523-3603 (eves).

WESTSAIL 42 KETCH. Center cockpit, cutter rigged. Perkins 4-108/50. New Profurl rig on genoa, new 6 ounce sails and older set 8 oz cruising sails. New LPU paint hull and deck. Bristol condition. Cruise ready, many extras. \$130,000. Call Antara (510) 521-3279 (lv msg).

CSY 44 CUTTER, 1977. Perkins 4-154. Windvane, autopilot, watermaker, cabin heater, dinghy. Norseman terminals. Proven popular cruiser. Granite galley top, new stainless sink, 2 heads, 3 staterooms. Great boat. Plans changed. Located SoCal. \$89,000/firm. (360) 966-7374 or email: nashira_sail@hotmail.com.

KELLY-PETERSON 44, 1981. Fully equipped, center cockpit, cutter rig cruiser. One of the newest KP44s ever built, with factory installed extras. Brand new inverter/charger system. 24-mile radar, GPS, Ham/SSB, VHF, 406 EPIRB, liferaft, 2 autopilots, watermaker, RIB dinghy, 15 hp Yamaha. 2 staterooms, 2 heads. Sellers motivated, thus greatly reduced price: \$105,000. Call (510) 841 7959 or email: robinrand@earthlink.net.

48-FT CUTTER KETCH, 1988. Built by Adriatic Yachts based on Al Mason design. Full keel, fiberglass, autopilot, gorgeous teak interior, watermaker, AC/heat, hot water, refrig/freezer, stove/oven. 3 cabins, sleeps 7, two heads. Located in Florida. \$150,000/obo. (985) 643-6944.



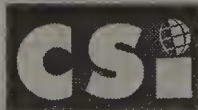
CLASSIC 1935 G. DEVRIES 50-ft Dutch built steel ketch constructed to Lloyd's highest standards. Beautiful classic varnished teak interior with master stateroom. Newer flush teak decks with butterfly hatches, canoe stern, cockpit semi-enclosed by teak cutty. Recently completed South Pacific cruise, offshore equipped. Continuously maintained to high standards. Current survey available upon request. View at <http://geocities.com/Scaldis2000/> \$149,000. (831) 373-7969.

CT 41 F/G KETCH, 1973. William Garden design, Taiwan-built, full keel, comfortable liveaboard. Possible liveaboard slip in Alameda. Perkins 4-108 diesel. Must sell. \$39,500/or best cash offer takes it. Call (408) 390-4080.

SANTA CRUZ 50. #23. Major refit for 2002 Pac Cup. Ready to race or cruise offshore. Eighteen years freshwater boat. Great condition. All new standing rigging, running rigging, Ballenger boom, SSB, watermaker, power management systems, emergency rudder. Many new sails. \$229,000. Call (775) 831-6591 or email: em4bartz@aol.com.

41-FT TARTAN 4100, 2001. Racer/cruiser with all the latest Raytheon electronics, color chart plotter, Martec SailProp. 7' fin keel. Tall rig. 56 hp Yanmar diesel. Located in Ventura. See details at www.sailboatlistings.com/view/474 \$345,000. Call (831) 345-8296.

FORMOSA 41, 1980. William Garden bluewater cruising ketch. Perkins 4-108, 800 hours. New batteries, holding tank. Sound condition. Needs paint and varnish. Equipment list available. Located San Diego. \$57,500/obo. No brokers. Call (858) 569-4341 (lv msg and phone#).



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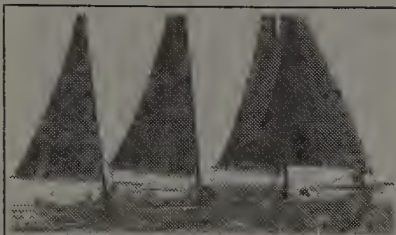
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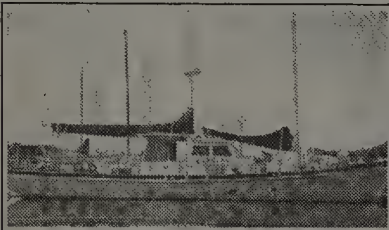
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FORMOSA 51 KETCH, 1981. Beautiful, proven cruiser. Black fiberglass hull, teak decks and trim, Sitka spruce spars, stainless steel crow's nest. Roller furling boomless main, staysail. Maroon covers. Teak interior, varnished throughout. Benmar autopilot, 80 hp Ford Lehman diesel, Dickinson diesel heater, propane stove with oven, Palomar propane water heater, coldplate freezer/fridge. 220 gal fuel, 220 gal water. 3 staterooms, 2 heads. Set up to singlehand. Lying Santa Cruz. \$127,500. Call (650) 326-1430.

MORGAN 58. New. Custom steel hull. Needs some finish work. Engine, rigging. Must sell. Make offer. Call (831) 465-8502.

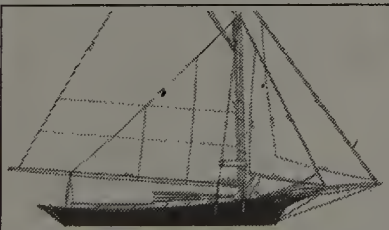


80-FT SCHOONER CYRANO, 1963. This awesome liveaboard is the best deal in the Bay. Full galley with full-sized fridge, bathtub, huge doghouse. This very roomy schooner used to belong to William F. Buckley, Jr. \$95,000/make offers. Call (415) 307-0606 or email: tpo@tpo.net.

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22-FT DOUBLE-END KETCH. Displacement hull, deck, cabin, trailer. Rest incomplete. Have many parts and extras. In-board diesel. \$1,500. Located in Turlock, CA. For more info call (916) 684-0364.



FRIENDSHIP SLOOP. 31-ft overall. Gaff rig, fresh sails, bottom paint and rigging. Volvo diesel, excellent condition. 1975 Newman-Morse fiberglass. Located Morro Bay. \$25,000. Call (760) 470-1000.



HERRESHOFF 28 CLASSIC KETCH, 1962. Full boat cover, Atomic 4 engine newly rebuilt, Autohelm, roller furling, VHF radio. Professionally maintained. Beautiful wooden classic. \$22,000/obo. Call (510) 793-7489 (eves) or (510) 410-1426 (days).

1948 GAFF RIGGED SLOOP. Mysteak. 26-ft, teak on oak frames. Built in Holland. Won Master Mariners gaff 3 division. Beautiful, cozy, baggy wrinkles, needs work. Must sell. \$2,000/obo. Call Jim (415) 661-3724.

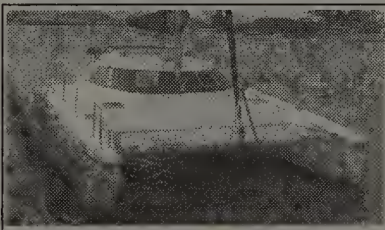
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SEARUNNER 37, 1983. 39x23. Yanmar 3HM35, low hours. Diesel stove and heater, KM, DS, 3 anchors, new staysail and running rigging, Autohelm 3000. See at Website: www.kpunet.net/~karlyen/EquipmentList.html. Asking \$45,000. Call (907) 247-4888.



LAGOON 37, 1993. US built. Never chartered. Bristol condition. Cruise ready. \$30,000+ in new equipment. Better layout than new Lagoon 38 and \$50,000+ cheaper. SF Bay location. \$189,000. Try before buy possible. (415) 725-6684 or email: peterlange@sbcglobal.net for detailed spec sheet.

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CROSS 35. Recent refit 2000. New bottom, topsides, standing rigging. Stove, fridge, Force 10 heater. Good ground tackle. Roller furling jib, excellent shape. North sails, spinnaker, solar panels, 9.9 hp 4-stroke Yamaha high thrust, 2001. \$25,000. Call (803) 235-6229.

32-FT F-9A TRIMARAN, 1995. Aft cabin. Strongly built Duracore/balsa construction. Bluewater Mexico cruising veteran. 9.9 4-stroke engine. SS solar arch, furling genoa, dinghy and motor, sleeps 5, custom trailer, many extras. Excellent condition. \$69,900/obo. Call (760) 744-5181.



35-FT TRIMARAN RACER/CRUISER. Set up for singlehanding, 15 hp elec. start o/b, autopilot, wind and speed instruments, 3 spinnakers, recent main, jib and standing rigging, hard vang, standing headroom, sink, stove. Good looking, strong, fast. More boat than F-27. \$30,000. For more info call (510) 521-0883 or email: rchapman11@mindspring.com.

HEDLEY NICOL 36 TRIMARAN. Racing/cruiser, all new rigging, new 9.9 Yamaha outboard, radio, Horizon depth/speed/wind indicators, bright airy cabin, 3 jibs, main, spinnaker. Bair Island Marina. \$28,000. Call (707) 778-7235 or (800) 891-3763 (pgr).



FONTAINE PAJOT TOBAGO 35, 1995. Catamaran, twin 18 hp Yanmar diesels, 3 cabins, 2 crew berths, Tri-data, VHF, autopilot, GPS, radar, new Bombard with Mercury 4-stroke tender. \$144,000. At Emery Cove. Call James (510) 757-8633.

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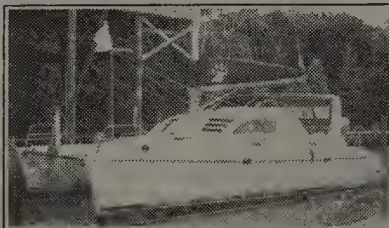
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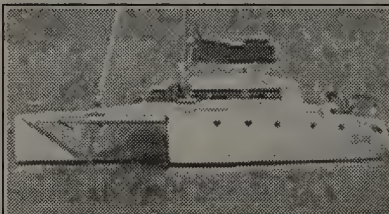
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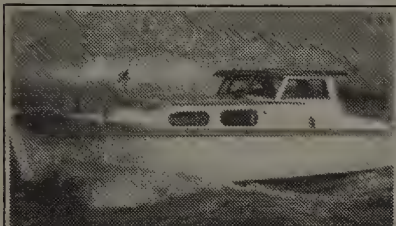
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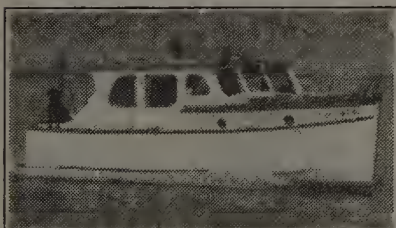


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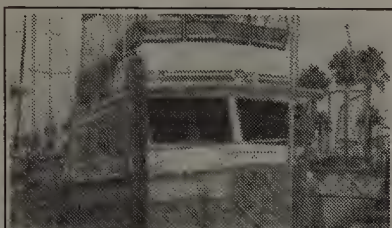


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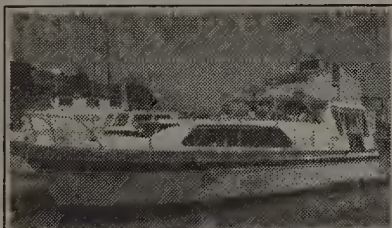


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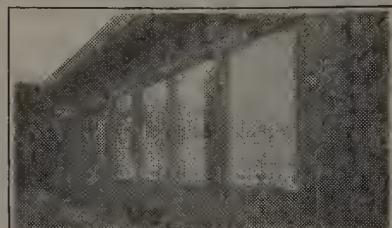
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NIGHTINGALE 24 MAINSAIL. New, \$600. New black anodized boom, 10'3", \$900. Used boom, as above, \$450. Spinnaker pole, new, 9'8" x 2", \$200. Old wood spinnaker pole, 11'6", \$150. Whisker pole, wood, hollow, 9'8", \$150. Whisker pole, wood, hollow, new, 9', \$150. Club jib boom, old, bronze fittings, \$60. Boom 9'4", rigged, \$200. Call (510) 521-1981.

MISCELLANEOUS

CHARTS. Sold our boat and have over 200 cruising charts. U.S., Europe, Baja, South Pacific, Baltic and North Seas, etc. Sell for \$5 each, \$3 in groups, \$500 for all. Detailed list available. (650) 879-0769 or email: at phyllineum@aol.com.

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BARBARY COAST BOATING CLUB is celebrating its twentieth year as the gay and lesbian boating club serving Northern California with a membership drive. For information, please call our hotline (415) 905-6267 or visit our Website: BCBC.net.

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NON-PROFIT

BASIC/ADVANCED COASTAL NAVIGATION course, offered by US Coast Guard Auxiliary Flotilla 17. Basic covers compass, nautical chart reading, dead reckoning, piloting. Advanced covers currents & tides, radio navigation, fuel & voyage planning. Both meet Mon and Thurs, 7:15-9:45 pm. Basic 10/21-11/11, Advanced 11/14-12/12. Yerba Buena Island. \$40 Basic, \$80 Basic + Advanced. Pre-registration required. Call (415) 399-3411 or email: fsope17@hotmail.com.

MARIN SAIL & POWER SQUADRON. Boat Smart, a free USCG-approved Safe Boating Class. October 2, 3, 9, 10, 2002. 7-9 pm. At the Squadron's Keel Center, 789 Hamilton Pkwy, Novato. \$30 charge for textbook which may be shared. Call Peter White (415) 382-8109 for information, reservations, directions.

INTRO TO NAVIGATION WITH GPS course, offered by US Coast Guard Auxiliary Flotilla 17. Yerba Buena Island, one evening only, Tues 10/22/02, 7:30-9:30 pm. \$20 includes materials. Pre-registration required. (415) 399-3411 or email: fsope17@hotmail.com.

YARD SALE. October 25, 26, 27 at Richmond YC, 351 Brickyard Cove Rd, Pt Richmond. Lots of boats, sailing dinghies, sailboards, equipment, marine hardware, anchors, etc. See <Richmondyc.org> for details of inventory and times. All profits to charitable foundation.

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SAILMATE REQUIRED. Boat is S&S design 40-ft cutter currently in Trinidad. Plan to spend next year or so in Caribbean, then no telling. Ideal mate will be an over-40 female with good sense of the ridiculous, have enough experience to take a watch and like sailing at least equally to hanging around marinas. She will look OK in a bikini and be at least semi-smart. Skipper similarly qualified except male. Email: WMHAYSPQN@hotmail.com.

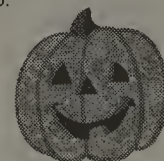


SAILING PARTNER & SOULMATE wanted. Duration of voyage as long as it is fun. Requirements: love of the sea and life, good food and music. No princesses need apply. Call Joe (310) 823-6609.

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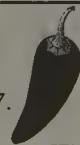
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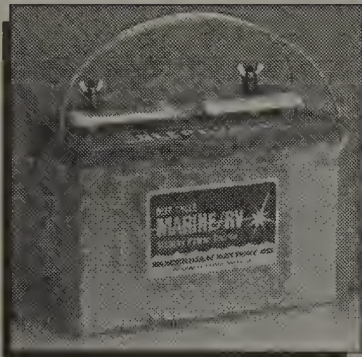
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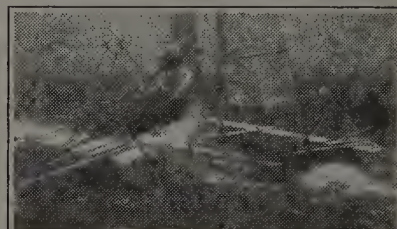
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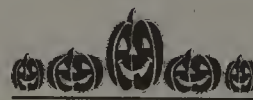
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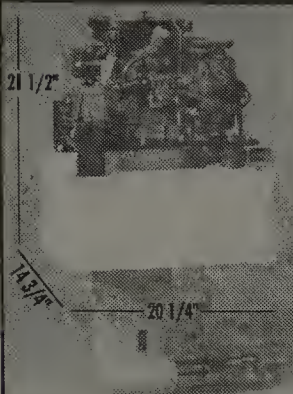
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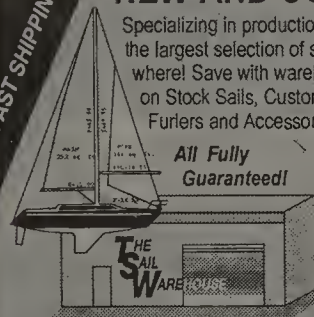
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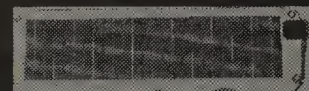
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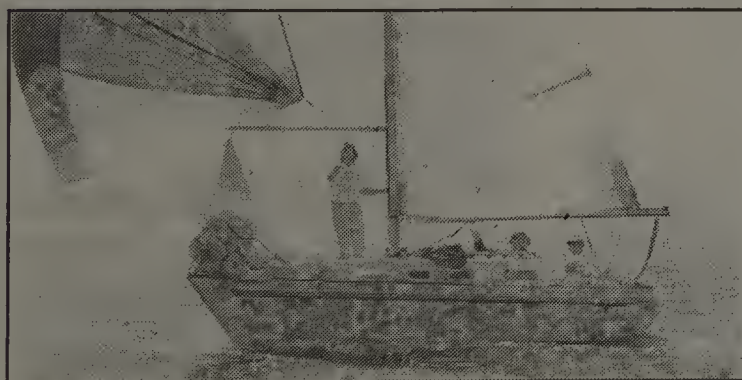
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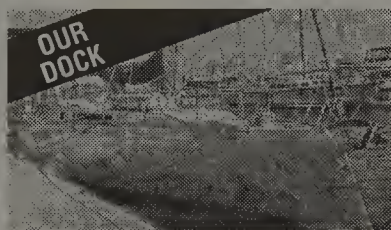
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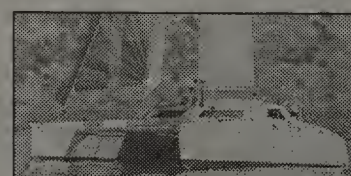
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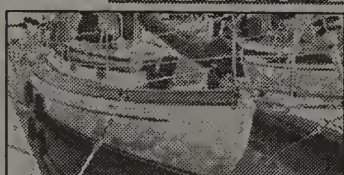


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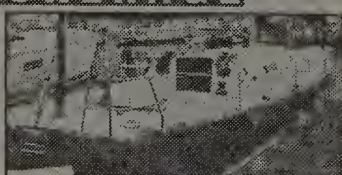
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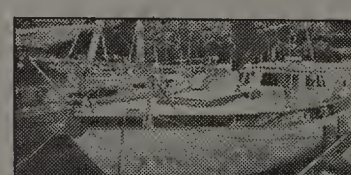
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Ready to race one design, this clean tiller version was competitive throughout 2002 in NOOD, Yachting Cup and Lipton Cup. New sail inventory and race-prepared bottom.



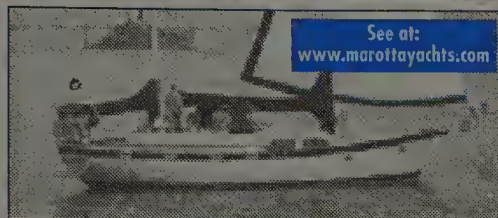
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46' SPINDRIFT, 1983

Bristol example of this lovely cruising yacht. Dark blue hull, teak decks, full keel with cutaway forefoot, skeg hung rudder. Harken roller furling, full batten main and running rigging practically new. Sausalito Yacht Harbor slip can transfer. Reduced to \$195,000



REDUCED

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40' JEANNEAU SUN ODYSSEY, 2001

Well equipped and very clean late model aft-cockpit cruiser with three staterooms, dual helms, low hours on engine. Also dodger, full electronics, roller furler headsail. Note this is one of the few boats of this size with dual helms and is also the deep-draft version, preferable for the Bay. \$175,000



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43' HUNTER 430, 1995

Designed to deliver style and comfort in a vessel that's fast, easy to sail, stable and comfortable, this yacht will be available for inspection in early June. Original owner, boat captain-maintained, two-boat owner motivated. \$159,000



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44' BENEteau OCEANIS, 1994

Form-designed performance cruiser w/roller-furler jib, in-mast main and all lines led aft. Spacious, 4 staterooms, beautiful teak joinery below. Interior upholstery redone, bottom painted late summer '01, sails only three years old. \$150,000



REDUCED

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38' CATALINA, 1998

The Catalina 380 was *Cruising World* Boat of the Year award (Best Value, Midsize Cruiser) in 1997, and this particular example is loaded and in like-new condition. Dodger, enclosed cockpit, in-mast main, nice electronics, inverter, low hours on engine, and much more. Significant reduction - \$139,000



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50' GULFSTAR, 1977

Much recent work, including resteped and LPU'd masts/booms, reworked Onan 7.5kw gen, new shaft, PSS diaphragm packing gland, bottom painted, etc. Tremendous value, compare to others on market. \$114,000



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38' WAUQUIEZ HOOD, 1982

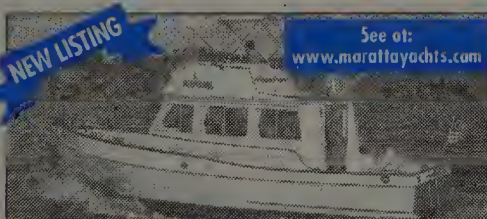
Exceptional European-built performance cruiser, the French equivalent of a Swan. This particular yacht has never been cruised and is Bristol inside and out - spacious interior done in rich oiled teak and tasteful dark blue fabric, and shows as new. Beautiful teak decks in fine shape, as is bottom and topsides. \$99,000



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35' ERICSON, 1987

Final iteration of this Bruce King classic, and the rare deep-draft version to boot! The Ericson factory show boat until 1990, this vessel today shows Bristol. Note, she's well equipped with roller furling head sail, Barient self-tailing winches, modern electronics, new running rigging and low hours on her professionally maintained Universol diesel. \$69,000



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TWO 32' GRAND BANKS SEDAN TRAWLERS, '71 & '73

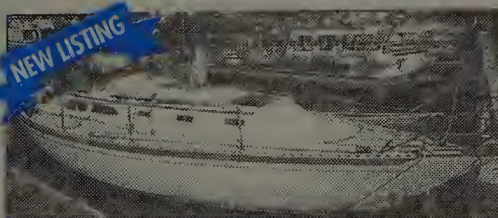
The GB 32s are dependable and seaworthy small cruisers with immense eye appeal, great popularity and excellent resale values. Note that with 6'6" headroom and opening windows all around, they're also spacious, light and airy and these particular vessels are in very nice shape inside and out. Transferable Sausalito slips. \$60,000 & \$59,500



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36' C&C, 1979

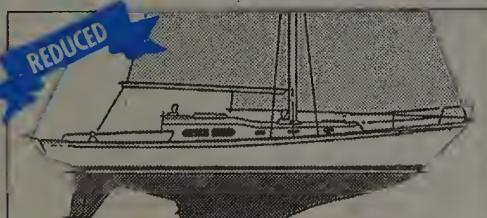
This well-found racer/cruiser is immaculate, shows more like a boat from the 1990s than actual age! Much updated equipment, new interior, new electronics (including radar), new running rigging, repowered with Yanmar diesel in '96. Fixed keel, roller furler, dodger, wheel steering. \$59,900



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36' ISLANDER, 1983

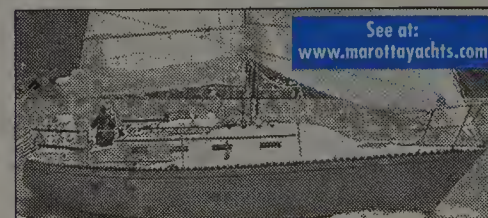
With almost 800 launched, the Islander 36 has proven to be one of the most popular 36' sailboats every built, and this particular late-model vessel is VERY clean overall and her oiled teak interior shows as new. Also low hours on diesel engine, Harken roller furler with keel-stepped mast, updated rig, galley looks like it's never been used. \$59,500



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30' TARTAN, 1983

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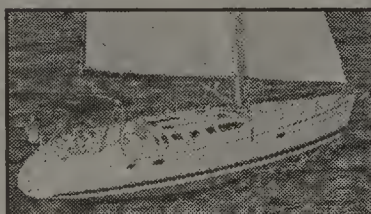
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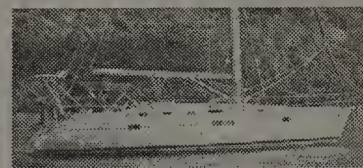
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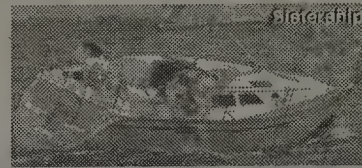
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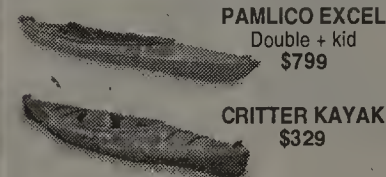


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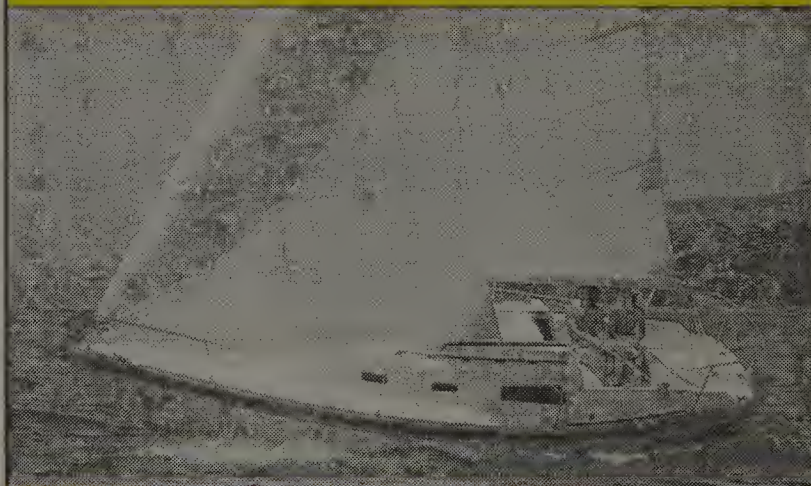
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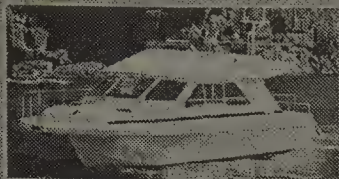
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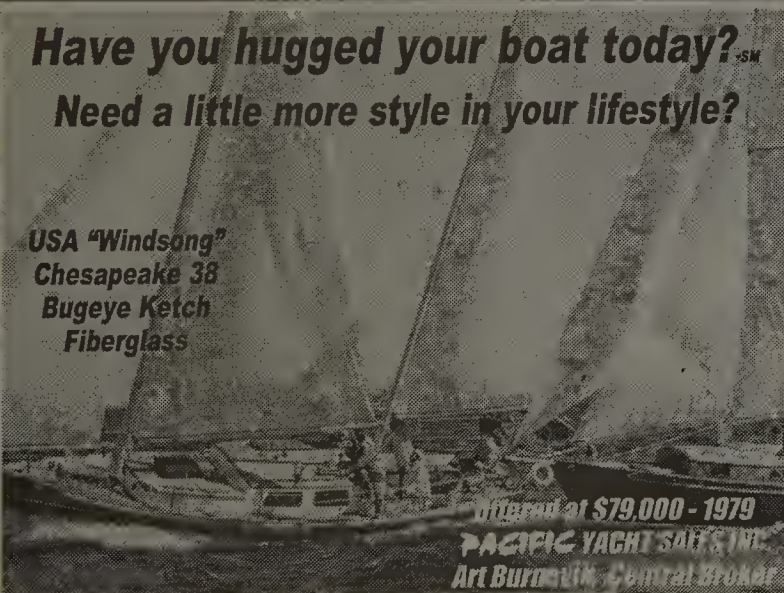
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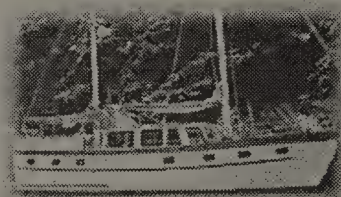
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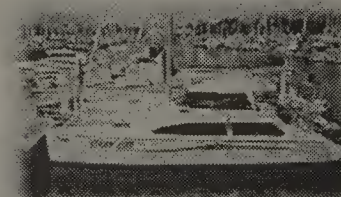
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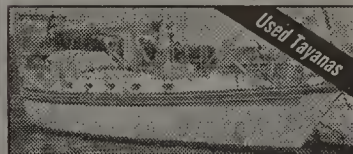
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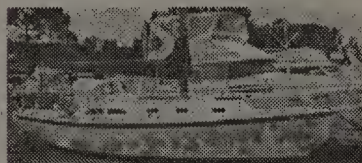
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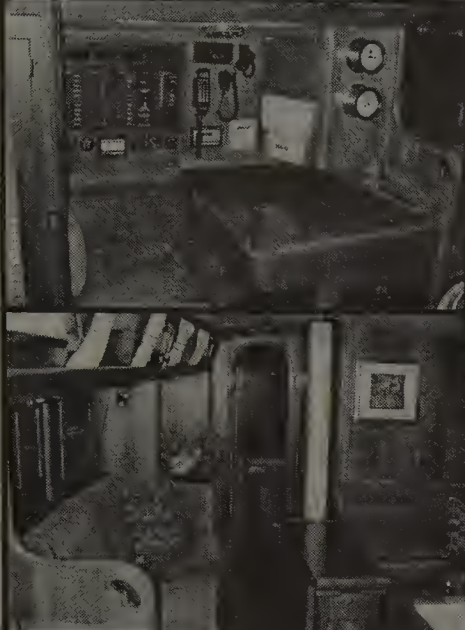


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28' NEWPORT, 1976...ONLY \$8,500 BEST OFFER

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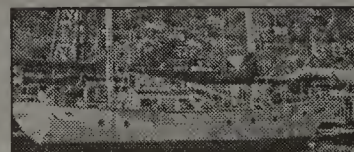
71' MAXI CRUISER. German Frers design, *Gitana* is one of the finest cruiser/racers available today. Complete refit including new redesigned cockpit, new teak decks, elegant interior, new carbon rig, mahogany and systems. Maintained in yacht condition. A classic beauty. Offers encouraged! **MAJOR PRICE REDUCTION!**



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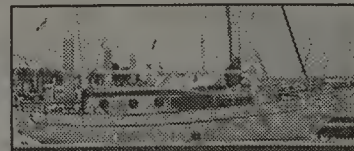
X-412, 1998/99. XD is the finest example of this successful x-yacht design. Rare "classic" version. Elegant interior, finished to the highest standards. Current elects, sails. Many custom features. Bristol condition throughout.



50' FORCE, 1978. Hudson built Force 50. Raised salon/pilothouse, 3 S/R's, perfect live aboard, upper and lower salons. Repowered. Many updates.



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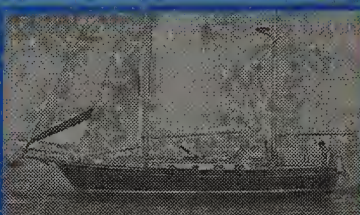
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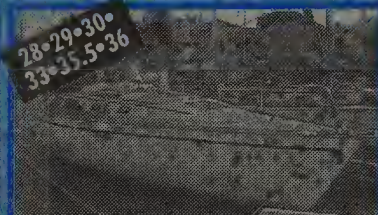
43' MORGAN, '85. Center cockpit. Master stateroom, shower & tub. Sloop rig. New electrical system, autahelm, radar. \$115,000. Motivated Seller!



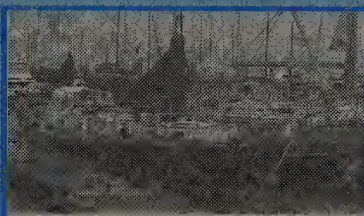
38' CHEOY LEE KETCH, '78. Beautiful lines, vessel in great shape. Priced to sell at \$59,900.



37' SHANNON CB, '87. Well-maintained and active cruiser. Genset, new rigging. One of the best American-made boats. \$199,000.

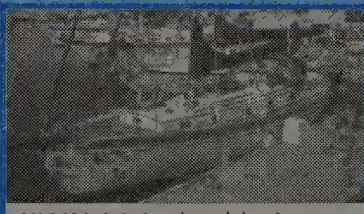


33' HUNTER '96. Like new. Furling jib. Full battened main. Yanmar diesel, low hours. Motivated seller moving up! \$75,000. Also Hunter 28,29,30,33,35.5,36.



44' CHERUBINI, '80. Bristol has been continually upgraded. She is the only one on the West Coast. Built in America. \$450,000.

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57' Bermuda ketch	'75	79,000	35' Island Packet	'92	149,000	50' Chris Craft	'60
54' CT	'74	187,000	35' Tradewinds	'84	88,000	49' Steel commercial vessel	220,000
54' Roberts (steel)	'83	260,000	35' Chris Craft	2 from	26,000	45' Chris Craft	'62
51' Beneteau	'87	125,000	35' Rafiki	'80	59,000	45' Carver	'00
50' Kettenburg	'83	70,000	34' C&C	'85	48,000	43' Commercial SF cert.	'85
48' C&C LF	'80	159,000	34' Catalina	'86	56,000	42' Matthews	'56
47' Olympic sd	'78	145,000	33' Hans Christian	80th at	99,000	42' Grand Banks	'67
47' Northwind	'85	275,000	33' CSK	'65	18,900	42' Uniflite	2 from
45' Freedom	'91	244,000	33' Norwest	'77	55,000	40' Dwns	'64
45' Liberty 458	'83	198,000	32' Pearson Vanguard	'63	29,500	40' Bluewater	'80
45' Hunter	'97	219,000	32' Herreshoff	'88	45,000	38' Chris Craft SF, new dsls	'65
44' Swan 441, refurbished	'79	209,900	32' Westsail	'79	60,000	38' Californian	'77
44' Christian motorsailer	'67	44,000	31' Pacific Seacraft Mariah	'79/'80	80,000	38' Matthews	'39
44' Peterson	'81	115,000	31' Sea Runner trimaran	'78	27,500	38' Mediterranean	2 from
43' Morgan	'85	115,000	30' Cape Dory	'77	29,500	37' Carver	'94
43' Gulfstar	'76	89,900	30' Hunter	'90/'92	35,000	36' Swanson	'38
43' Waquiez	'82	159,500	30' Cal	'69	15,000	35' Roughwater	'75
43' Hans Christian	Reduced	165,000	30' Lyle Hess	'97	145,000	34' Uniflite	'77
43' Spindrift PH	2 from	95,000	29' Ericson	'73	18,000	34' Chaparral	'92
43' Serendipity	'81	86,500	29' C&C	'86	24,000	34' Sea Ray	'86
43' Endeavour	'81	175,000	29' Hunter	'00	65,000	34' Silvertop	'90
42' Custom Schooner	'72	39,000	28' Cal	'64	6,000	34' CH8	'72
42' Baltic DP	'83	179,000	28' Tradewinds	'67	24,500	34' Bayliner	'97
42' Lu-kat	'00	299,000	28' Islander	'78	25,000	33' American Marine	'73
42' S&S	'70	65,000	28' Jensen	'60	22,000	33' Jeffries	'52
42' Morgan	'71	60,000	28' Hunter	'96	39,500	32' Bayliner 3270	'86
41' Sea Tiger	'73	59,900	27' Sea Sprite	'81	21,000	32' Grand Banks	'68
41' Jeanneau	'86	110,000	27' Newport	'81	13,900	32' Nunes	'36
39' Cal	'82	77,500	26' Voyager	'79	18,000	32' Tolly Craft	'64
38' Cheoy Lee	'78	62,500	26' McGregor 26X	'95	15,000	32' Grand Banks	'73
38' Downeaster	2 from	55,000	26' Voyager	'79	18,000	31' Chris Craft	'01
38' Catalina	2 from	38,500				29' Wellcraft	'85
38' Morgan 381	'93	129,500	65' Pacemaker cert. 49 + bus.	'72	499,900	29' Silverton	'85
38' Morgan	'79	52,000	60' Hartog	'84	99,000	28' Penn Yan	'80
37' Rafiki	'77	75,000	58' Spindrift	'85	319,000	27' Harley	'84
37' Islander	'86	65,000	57' Burger (alum flybridge)	'62	450,000	27' Regal Venture	'94
36' Cape George	'90	152,000	57' Chris Craft	2 from	155,000	27' Grady White	'98
36' Islander	'75	39,000	56' Fellows & Stewart	'27	69,000	26' Clipper Craft	'86
36' Custom Schooner	'72	39,000	55' Stephens	'58	199,000	25' Bayliner	'85
36' Hunter	'80	31,900	53' Carver	'99	600,000	25' Skipjack	'84
35' Hunter	'91	58,500	53' Hatteras convertible	'72	249,000	23' Blackman	'81
35' Cheoy Lee	'79	64,500	52' Harshine CMY	'85	274,500	22' Grady White	'88
35' Ericson	'79	33,000	52' Libertyship	'60	110,000	21' Boston Whaler	'95
35' Warrior	Reduced	26,000	50' Stephens	'66	168,000	21' Sportfisher	'74
35' Santana	'79	39,600	50' Kha Shing flybridge MY	'84	179,000	20' Pac City Dory	'75

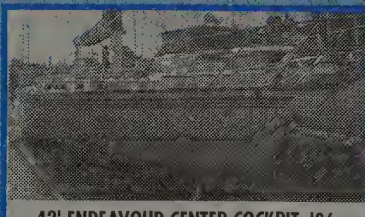


40' BABA, '83. Great layout below, 2 staterooms, beautiful woodwork. Roller furling headsail, well maintained, Manitar windvane, Icom SSB, AP. \$165,000.

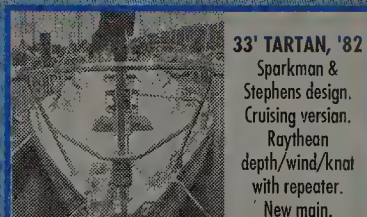


40' SABRE 402, '96. Like new. Loaded with gear. Fabulous galley. Sails like a dream. Top Quality. \$269,000.

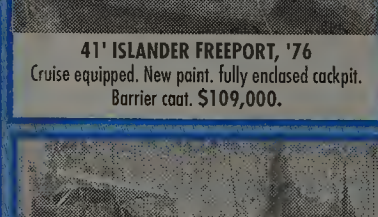
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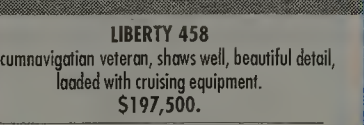
42' ENDEAVOUR CENTER COCKPIT, '86. Slip in Sausalito. One owner, new listing. Please inquire.



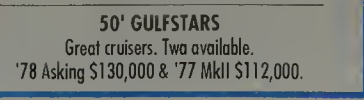
33' TARTAN, '82 Sparkman & Stephens design. Cruising version. Raytheon depth/wind/knot with repeater. New main. ST winches. \$39,000.



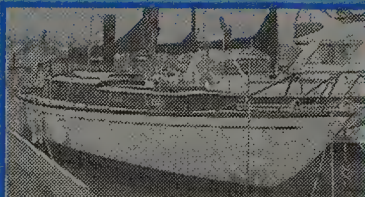
41' ISLANDER FREEPORT, '76 Cruise equipped. New paint. fully enclosed cockpit. Barrier coat. \$109,000.



LIBERTY 458 Circumnavigation veteran, shows well, beautiful detail, loaded with cruising equipment. \$197,500.



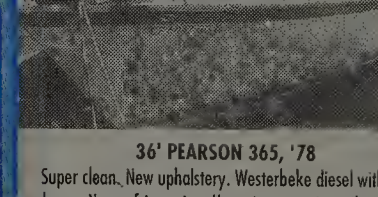
50' GULFSTARS Great cruisers. Two available. '78 Asking \$130,000 & '77 MkII \$112,000.



41' KETTENBURG, '66. One of Paul Kettenburg's first fiberglass boats. Universal diesel, traditional Handuran mahogany interior. \$39,500. Also 50' '63 at \$70,000.



65' MACGREGOR, '86 Very well maintained, hard dagger, Max prop, newer interior. Priced to sell at \$110,000.



36' PEARSON 365, '78 Super clean. New upholstery. Westerbeke diesel with low hours. New refrigeration. Heart inverter. Autopilot. GPS. Very clean and well maintained. Reduced price from \$63,000 to \$59,000.

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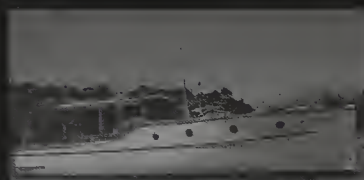
33' CHRIS CRAFT EXPRESS. Twins, flybridge, pilot-house, radar, AP, GPS, all glass, ideal family cruiser/sportfisher. Very nice condition, more! Ask \$29,000.



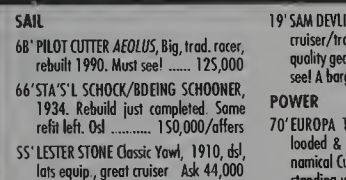
TRADEWINDS 33' MOTORSAILER. Copper riveted teak, dsl, convos enclosures, full galley, sparkling varnish. STUNNING BEAUTY, great cruiser! \$34,500.



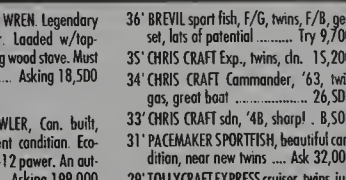
34' CLASSIC 1928 STEPHENS CRUISER. Taste-fully upgraded beauty w/modern systems. In outstanding condition. A Wonderful Boat! Asking \$30,000.



33' NUNES BROS CLASSIC. 1936 Express cruiser. Beautiful condition, ready to cruise Bay & Delta, full cover & more! Asking \$25,500.



55' LESTER STONE Classic Yawl. 1910, dsl, lots equip., great cruiser Ask 44,000



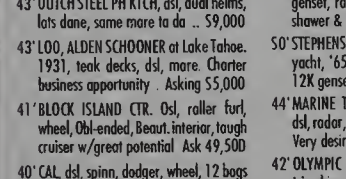
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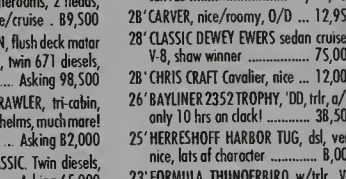
35' TAHITI KETCH. Dsl, teak & opitong, bronze, lead, new teak decks. Interior finishing needed. Vone, windlass, dodger, new Norseman rig, watermaker, dink, roller furling & more! \$24,500/Offers.



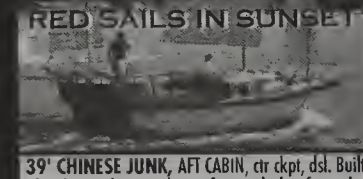
31' LOA H-28 KETCH. L. Francis Herreshoff's legendary full keel cruiser. Spinnaker, I/B, AP, head, galley. Mahogany on oak, lead ballast, full cover, BEAUTIFUL! Asking \$22,000.



41' BLOCK ISLAND CTR. Osl, roller furl, wheel, Osl-ended, Beaut. interior, tough cruiser w/great potential Ask 49,500



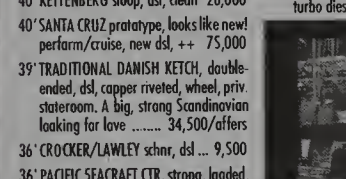
42' OLYMPIC 1929 CLASSIC. Twin diesels, tri-cabin Asking 65,000



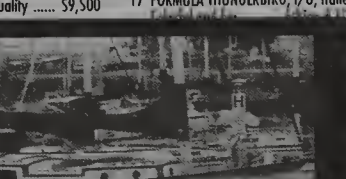
39' CHINESE JUNK, AFT CABIN, ctr ckt, dsl. Built of teak & mahogany, bonze fastened, clow foot tub/shower, galley, salon, dink on davits. Well-found character boat, lots of fun and comfort. \$50,000.



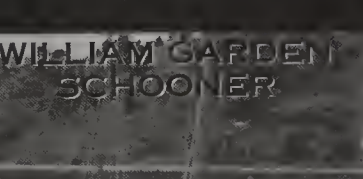
32' CORONADO CENTER COCKPIT sloop, diesel (130 hrs an clock), very roomy, Wm. Tripp design, glass, wheel, 5 bags Hood sails, shower & more. Unusually clean & well maintained. Asking \$29,500.



40' SANTA CRUZ prototype, looks like new! perform/cruise, new dsl, ++ 75,000



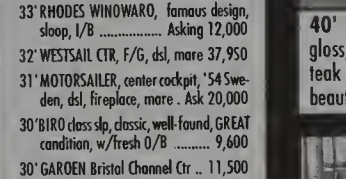
40' Wm. GARDEN KETCH by Hardin. Seawolf 40, glass, diesel, lead ballast, wheel steering, shower, teak trim, canister life raft & more! Low hours & beautiful...MOTIVATED SELLER! Asking \$74,500.



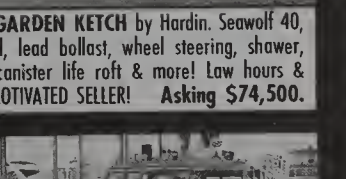
46' GAFF TOPS'L SCHOONER designed & built by legendary Wm. Garden in '42. Escopade is cedar over oak w/1,408 ft² of sail. Valvo dsl, only 60 hrs reported. 6'10" headrm, great layout. Very rare offering. Ask \$79,000.



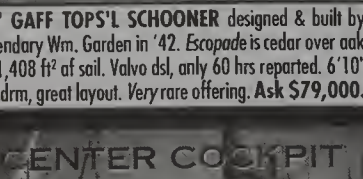
29' WELLCRAFT EXPRESS CRUISER in EXCEPTIONAL CONDITION. Much sought after model, trim tabs, twin 230hp Mercruiser V-8s, swim plot. Outriggers, galley, shower, much more! Asking \$27,950.



30' MORGAN 30-2 performance cruising sloop, I/B, very clean 22,000



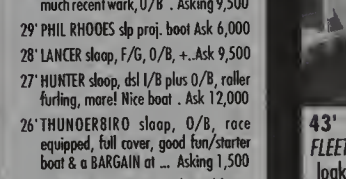
43' STEPHENS SEDAN CRUISER. Launched 1955. FLEETWOOD is in EXTRA-EXTRA fine condition. Twins, looks better than new inside and out. Must be seen! Asking \$115,000.



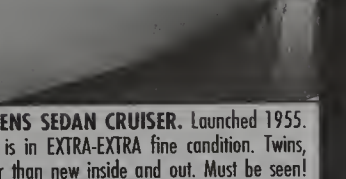
41' COLUMBIA CENTER COCKPIT SLOOP. Full dodger, wheel steering, diesel, heater, radar, AP, furling, king aft stateroom, LOADED, ready to cruise/live aboard. Asking \$69,500.



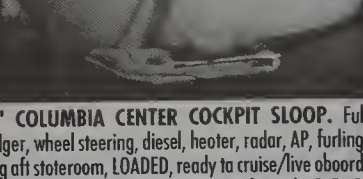
36' GRAND BANKS TRAWLER. Twin dsls, new gen set, flybridge, GPS, radar, dink, aft canopy, more! Modified for Alaskan service. Lots of gear, much new. A BARGAIN! Asking \$49,500.



24' ED MONK, Sr., classic '47 sloop, dsl, nice w/much recent work. Asking 8,500



29' PHIL RHODES slp proj. boot Ask 6,000



28' LANCER sloop, F/G, O/B, +. Ask 9,500

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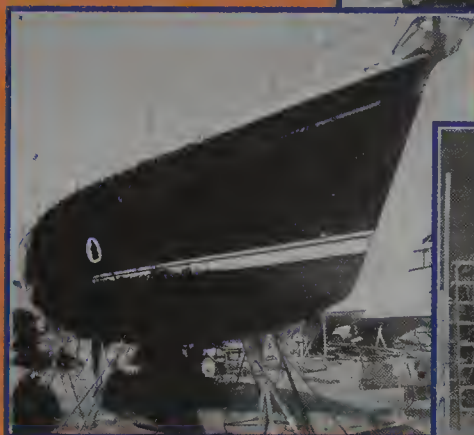
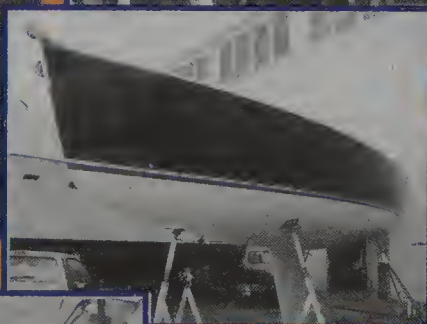
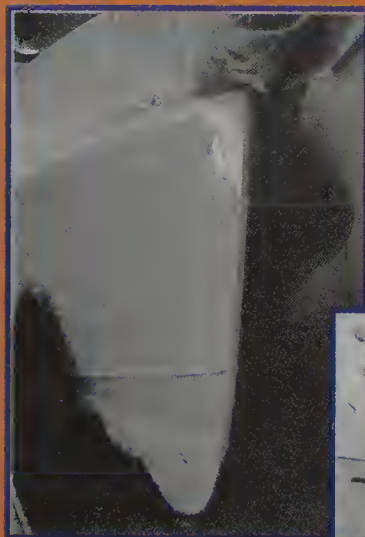
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